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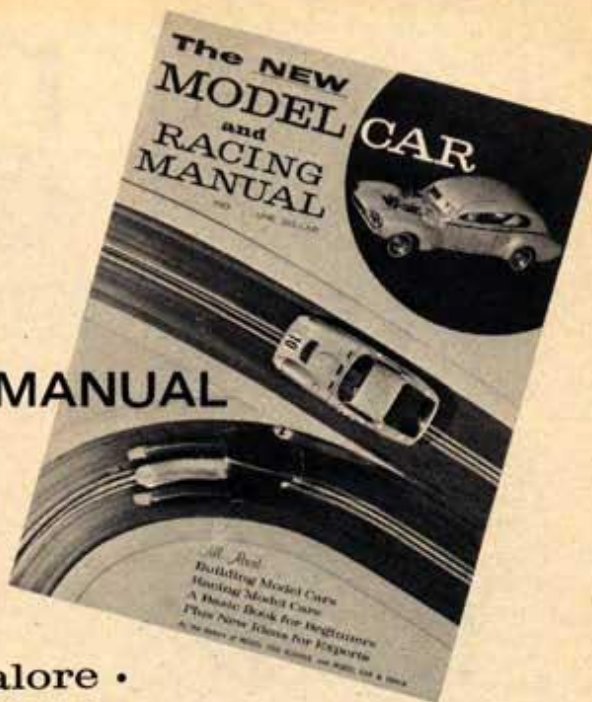


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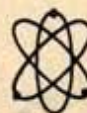
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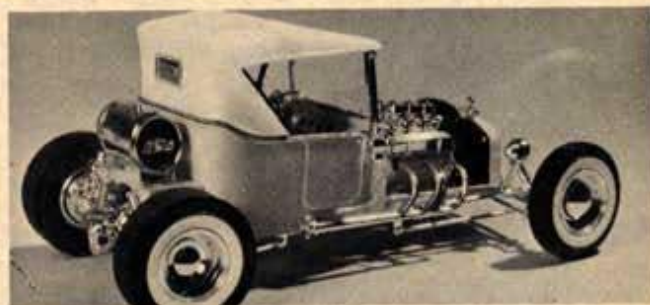
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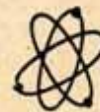
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Volume 4, Number 8

August, 1966

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ON THE COVER — While some purists shake their collective heads in dismay about cars getting wilder (the word is 'goolie'), cars just keep on getting wilder . . . and sell like there's no tomorrow. One of the latest (from them what started it all), is the new Classic ASTRO-V. And then, too, there're the static-shelf-shockers, the Sonny-n-Cher Mustangs (photo from Chan Bush and soon-to-be-kit from AMT)! Zowie!!



DYNAMIC NEWS

THE WORD FROM DYNAMIC MODELS... WORLD LEADER IN MODEL RACE CAR ACCESSORIES

Vol. 2, No.

Van Nuys, California

August, 1966

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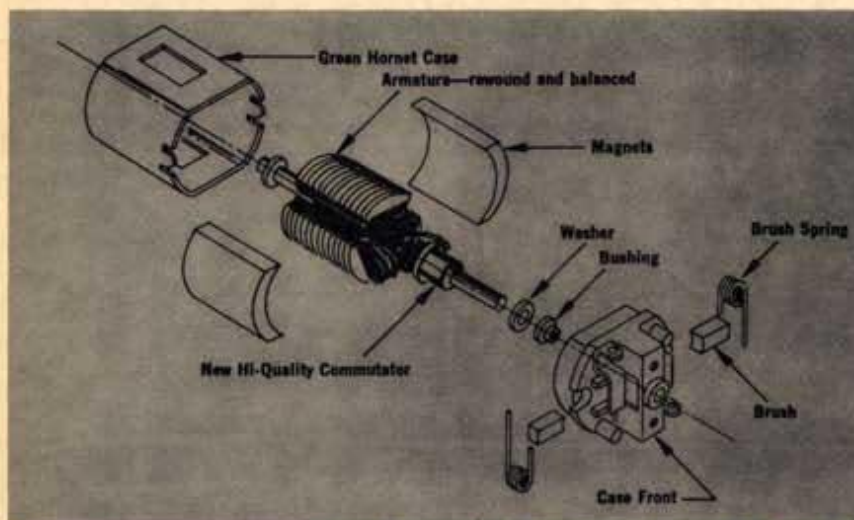
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* * MODEL MAIL * * *

POWER SUPPLY — BATTERY OR TRANSFORMER?

I have a home made track, two lanes and forty feet long. I use the battery from my dad's car, but I get tired of waiting for him to get home. Should I buy a battery, or a transformer?

Mark Newman
Torrance, Calif.

Batteries are pretty hard to beat, Mark. They offer the purest DC current, and a lot of it. You can run a lot of cars from one battery, and for a long time too, before it begins to run down. You can pick up a battery that has been traded in, at your local gas station. It'll be fine, as long as it's not shorted out inside. Have it charged before you bring it home. You should be able to get one for only a few dollars.

THE BATMOBILE

Will the Batmobile model be on the market? If not, I plan to build one from scrap.

Mark Olson
Yuba City, Calif.

Holy goof-off, Mark, you mean you missed our comprehensive "how-to-build-it" series on the Batmobile? Better check the last few issues of our great old mag. They'll really pucker your eyebrows! Don't worry though, before you can say "pickled penguin" five times, there will probably be a dozen models of the Batmobile on your local shelves.

WANTS WILD WHEELIES

I am building a model of the Little Red Wagon. Of course, I want it to do "wheelies." What kind of power do I need to make it do this?

Phil Way
Cleveland, Ohio

You really won't need much power, Phil. A swing pickup is necessary, of course, but the secret is to have as little weight up front as possible, and a lot concentrated to the extreme rear of the car. The weight transfer that occurs when you sock the juice to it will take care of the rest!

WHA' HOPPENED TO THE ZZR?

In the Barris Kustom Korner of your March issue, you said you would give instructions on how to build the ZZR, from spare kit parts, in the April issue. I bought the April issue and my ten-year-old son, Curtis, was disappointed to find the Batmobile, instead of the ZZR. What

gives? When will it be in, or could you send instructions?

Mrs. Howard F. Peebles
El Cajon, Calif.

The Batmobile project was forced on Mr. Barris due to the urgency of the Batman series, and consequently the ZZR was sidetracked temporarily. We should have this one up for you very soon.

CARE TO SWAP A BASEBALL PROGRAM FOR SLOT EQUIPMENT?

This is a highly unusual request, but perhaps you will bear with me. Would any of your readers care to swap their old baseball and/or football programs or even beer mats and beer bottle labels, for anything in the car modeling field over here? Example — three-view plans for scratch building '33 MG's or Rolls Royces. As I said, it's unusual, but a hobby of mine. Can any of your readers oblige me?

J. M. Pick
31 James Recritts Ave.
Garden Village
Hull
Yorkshire, England

Crikey, J.M., we don't really know what to say! We're including your full address in case some of our readers are hoarding old beer bottle caps and decide the market is now ripe for a big sale! Good luck!

HOW ABOUT A \$2.00 PER WEEK SPECIAL?

You've got a swinging mag fellas, but how about some help for the guys on a limited budget? I get \$2.00 a week allowance, and that doesn't leave much for slot cars! How about an article that shows how to build a car that's both fast and inexpensive! Can you do it?

Craig Young
Seattle, Wash.

Can we do it? You can bet your last bent axle we can do it! We're turning the whole project over to the great Speedy Gonzales. If anyone can come up with something, he can. Stay close to your set Craig, Speedy is bubbling up a brew — for you!

HOW TO COOL A HOT CONTROLLER

In a recent issue you mentioned putting phone plugs on controllers, so they can be just plugged in instead of having to fool around with clips. My controller gets hot very quickly. I'd like to change it by installing a phone plug. Can you show me how?

John Myrtle
Berwyn, Ill.

Installing a phone plug won't change your heat problem John. It will just make the job of connecting your controller to the track a bit faster. The heat is generated inside the controller handle, and it doesn't

Continued on page 8

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make any difference if you use plugs, or clips. Look at last month's wiring diagram in the home track article. You can hook your controller to a phone plug by following the instructions included there.

ANYONE FOR USED TRACK?

Is there a shop someplace that will buy used Strombecker track, in fairly good condition? Also, I want to buy a 1/32 Monogram Lotus 33 GP car, and the Lancer Ferrari GP body that was used in the article "Twisting The Tail Of A New Tiger," in the November '65 issue of MCS. I'd like to buy them from a mail order house.

Randy Fliethman
Venango, Nebr.

You'd probably have the best luck by trying to sell your track to your friends, Randy. We have several mail order advertisers in MCS, as does our sister magazine, MC&T. They should be able to fix you up.

BUYING THE MAG BY MAIL

How can I purchase your magazine by mail? Also, how about some info about your photo contest?

Jeff Guill

New Canaan, Conn.

The subscription information can be found on the contents page of each issue, Jeff, and gives you the complete dope. You'll really dig the way your magazine arrives too — in perfect condition, and clean as a whistle, thanks to the protective covering. Some magazines just stick a label on the front of the mag, and mail it. Not us! As a matter of fact, you'll probably get it cleaner than if you bought it at the newsstand!

It's easy to enter the photo contest. Just send a sharp black and white photo of your car, (any size, but no color please, we can't use it) plus a short description of what you have done to it, along with your name and address, to Editor, MODEL CAR SCIENCE, 171 Barrington Place, West Los Angeles 49, Calif. 90049. You may just win a \$25 Savings Bond for your trouble!

HOME REPAIRS

Please advise me if there is any way I can repair my H.O. cars at home, without taking them to a repair shop?

Chris McGahu
Madison, Tenn.

There sure is Chris. Most H.O. cars are pretty simple in design. If you watch what you are doing when you take one apart, you shouldn't have any trouble getting it back together. You'll find that if you keep them clean and lubricated properly, you won't have too much trouble with them. A rubber eraser, used on the pickups, eliminates most problems before they start, as this is the most common ailment in H.O. land.

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THE WORD from the PIT

By **SPEEDY GONZALES**
(Fastest Thumb in the West)

Our famous "boy editor" is beginning to show the tell-tale signs of bottle fatigue, (or is that "battle fatigue") which is an occupational hazard peculiar to those masochists who choose to be editors.

"Speedy boy," says the great man, "you gotta build a machine that is capable of breaking a lap record, and do it for pennies. Remember Speedy boy, it's for *them*, our great, unseen audience out there in reader land! Don't let them down Speedy boy."

I patted him on the arm and uttered reassuring phrases until he lapsed back into the semi-conscious state that most editors live in, and fled from his office, nearly tripping over my size 10 Tijuana tennis shoes in my haste.

Carumba! He might have something there! I've given it some serious thought, usually when I was resting on my back in the alley next to my favorite slot shop, and I think I can do it! So I will! If things go well, the article will appear in this issue.

I shuffled through the latest trade show, held recently at the International Hotel, next to L.A. International Airport. There wasn't really much new, except for a few small items. In fact, the only really worthwhile item I saw, that I hadn't already known about, was the way-out "Bat," by Model Die Casting. Ay! This 1/24, deadly-looking machine is going to really reach you, believe me. The styling is good, especially if you dig the "one-off" creations that are so popular now, and it is aerodynamically excellent. The body configuration lends itself perfectly to the modern way to fly low — spoilers on the rear deck.

I managed to squirm into the driver's seat of a very sinister-looking Cobra coupe, belonging to Jim Russell. He had it parked outside the International Hotel. One of his men threatened me with a rolled up issue of CAR MODEL, which spooked me enough to get out of the car and disappear! That bunch sure gets protective when it comes to that little blue coupe. Can't understand it.

Pierre Perrin, MC&T's midwestern correspondent, punched himself in his eye recently, while working with a power tool. He wasn't wearing safety glasses, and shame on him for that. He's okay now, and says he has really learned his lesson.

Well, I hate to one-up old Pierre, but I managed to stab myself with a hobby knife the other night! I was slumped on a sofa, building a car in my lap, with my feet propped up on a coffee table. At the time, I was occasionally sipping on a bottle of . . . uh, cup of coffee, which was sitting on the coffee table. You guessed it. I dropped the hobby knife in my lap, then reached over for the coffee cup, and ventilated myself with the sharp point. It only hurt when I laughed though, but it was pretty embarrassing watching coffee squirt from my shirt front every time I chuckled! Ah, we all live (ouch!) and learn.

And talk about living and learning! All us folks around here warned ol' Lonesome George Siposs to shoot for a patent or something on his Gas Powered Slot Racing thingie. But George is a generous soul. And now it looks as if all sorts of entrepreneurs are hitting the G.P.S.R. trail. Actually, George wasn't too sure how the folks would like his idea. But they apparently like it in a big way. Already, a company out in San Fernando Valley (ma home!) is working up plans for an outdoor slotting center designed exclusively for gassie racing. They promise fully detailed cars (1/20th scale) and variable-speed hand controllers. Is this the beginning of a whole new slot scene? There's a strange itch under my sombrero that hints something is about to happen.

Some old-line purists will probably shudder about the 1/20 scale size, which reminds me of some interesting points made by the "Plastic Driver" over at MC&T. While casting forth certain pearls of wisdom, he complained (and I tend to agree) that it's not always possible to follow the scale trail with absolute, blind faith. Some cars just don't handle well when built faithfully to scale. In other words, a perfectly scaled model of a poor handling *real* sports car will probably (would you believe maybe!) wind up handling poorly too. If the wheelbase-to-track ratio is wrong on the big job, chances are it'll be wrong on the model too.

However, rather than build a monster, just to satisfy handling capabilities, I'd rather find a scale model of a big car that *does* handle, and build that instead. Boy, isn't that a sneaky way out!

I think maybe I should go take a pill and lie down. I don't feel so good. Here's hoping you come back for some more next month!

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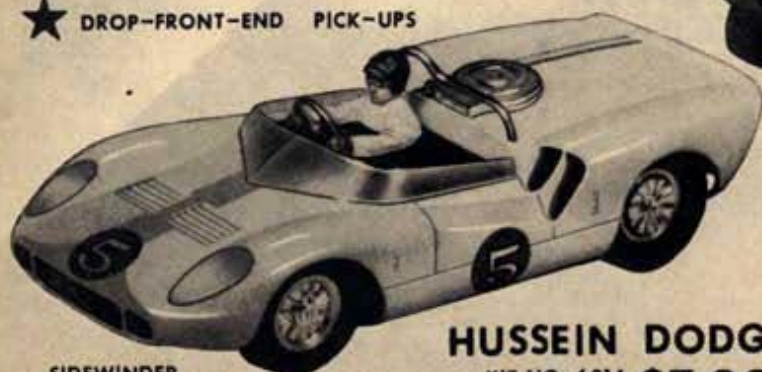
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BARRIS KUSTOM KORNER

All of a sudden, there's a definite new scene bombing in on the custom-building world. It's still kind of small to call it a full-blown trend, but it's growing. I know, 'cause I can feel it... especially when I have to drag those bulging money-bags down to the bank. Business is fantastic (which as a word doesn't do justice to what's happening)! The big new gig behind all the action at our Kustom City is a wild breed of wheels called "The Star Car."

For years, we've been rather quietly reworking cars for a number of "name-type" people out and about Hollywood. Even Barry Goldwater came over the Arizona border and left with a personalized Jaguar XK-120. Then there was Frank Sinatra, Dean Martin, Jimmy Darren, Herman Munster (who for a ghoul is a nice guy) and his grandfather-in-law... and before you could say "Mother, where's my hobby knife!" people started to stack up in the parking lot.

First in line was everybody's good-guy-type hero, Batman, followed closely by his quick, little side-kick, who came along for the ride. Not to be out done, up roared the one-and-only Elvis. Himself, who chose a custom Cad and an out-of-sight Greyhound bus. And talk about out-of-sight, we also whipped up a little

thingie called the ZZR spy rod (but the CIA wasn't really ready).

To put some pop-rock color into the summer, we next unleashed the His-n-Her Mustangs, designed with some considerable effort to fit the personalities (!!!) of Sonny and Cher (see page 18 for more). Like the other "Star Cars," the Sonny-Buggy and the Cher-Machine are what we kinda feel their owners would look like if they were roaring around on four wheels... which actually is a kinda strange way to put it... hmmm?

Anyway, wild things are happening... with more secret stuff in the works. And that leads me to a last plug (I don't think MCS will mind). Right now, there's a gassy mag on the stands, which you should at least look at. It's called "STAR CARS" (believe me, I didn't write it!) and opens up the whole new custom scene. For 50¢, it's a real trip-and-a-half. If you can't find it anywhere, picket, throw a fit, or something.



Quickest way to steal a race is to go bad guy with Dynamic's new R-T-R "Outlaw" series. Their two proven-terrors, the Renegade and the Bandit, feature show-car styling, "DynaMite" chassis performance, and unlimited customizing adaptability (using Dynamic's mountain of add-on accessories). Check 'em out. You owe it to yourself to win, at least once in awhile.

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Write for KF's new Slot Systems Catalog No. 62, the most complete listings of electronic components for slot racing centers—Please include 50¢ to cover postage and handling.



Here we have a typical, young, American couple, in front of their typical, modest, dwelling. But, look closely; do you detect something unusual? Right! You sure don't see Ford Mustangs like these everyday . . . huh, Clyde!

THE SONNY-BUGGY AND THE CHER-MACHINE

Once upon a time there was a young girl-type kid named Cheryl LaPiere, who lived out in Southern California's San Fernando Valley. She was better looking than a lot of girls in her neighborhood and had as her life-long ambition (all 17 years worth) an itch to be a teenage idol. At about the same time, there was a young guy-type factory worker named Salvatore Bono, who was earning his daily bread on the other side of the mountains at the Santa Monica Douglas Aircraft Plant. He also hungered to be a teenage idol, but wasn't even better looking than some of the fellas on the night shift. In fact, as a would-be singer, he had a voice that had the unique quality of making some people want to hate music as a full-time hobby. He was so different that when he started to sing (such as it was), you had this strong impression that there was something up there on the stage dying in full view of the fast departing audience. But he kept

Here's yet another of those exclusive-type articles that only the likes of MCS can bring you (Oh, why do we do it!!) . . . This time, it's the inside story about the boss Barris-built "His-n-Her Hosses," custom created for you-know-whom . . . written by Bob Kovacs (the same guy who spent three months building the Batmobile) and Jim Bambrick (once a promising boy-editor, now in hiding at an unnamed barber college . . . it's the only safe place!).

*Photos courtesy of
Barris Kustom City and Bob Kovacs.*

at it, which would have been an unbearable waste of time if he hadn't made good . . . which is what happened when he met Cheryl. Nowadays, they can pick up together an easy \$15,000 a night as full-time, professional idols. They call their act . . . Sonny and Cher. ZOW!

Starting back in '64 with such sinus-thumpers as *I Got You, Babe* (which happens to be poor diction), His and Her climbed straight to the top of the heap. Now, what with living in an \$80,000 pad, and wearing long locks with loud threads, was it any wonder that they'd soon be sporting some custom wheels built by the hand of the master himself, George Barris. What they wanted and got are two of the bossiest hosses on any scene, done up as only King George can do it.

Down at the automotive art palace known as Barris Kustom City, George began the His-and-Her project with two identical '66 Mustang convertibles, powered by the FoMoCo 289 High Perform-



George (second from right) based the His-n-Her project on two '66 Mustangs; custom rework included extending the front, and slapping on a double cavity grille. How 'bout that!

Seriously now . . . hmmm . . . and with all kidding aside, these obviously very boss hosses are the soon-to-become-famous "His-n-Her Mustangs," custom built by George Barris, Hissself, for the Pop-Rock Sweethearts of Hollywood . . .



mance mill (with dual four throat carbs and Dupree chrome dome fuel pumps). The familiar Mustang front face was changed dramatically with the addition of an extended hood and fender line. Then off came the standard grille, and on went a double cavity shell design (the His-Hoss features an egg crate plastic grille, while the Her-Hoss sports a horizontal fine-line type). And for headlights, George selected two sets of rectangular beams, shipped specially from France.

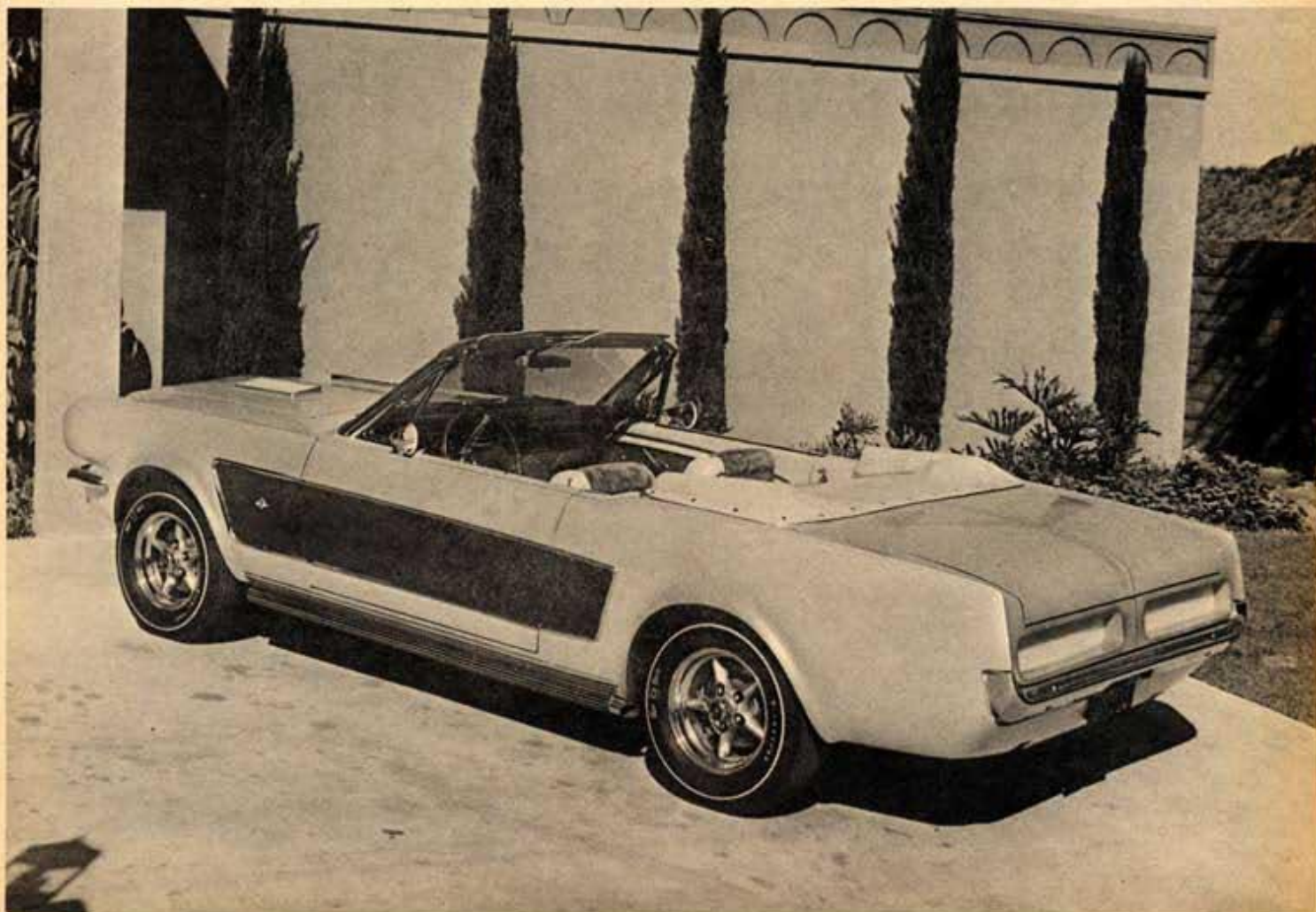
On the rear, George added rectangular tunneled taillights, and a sculptured center bead down the deck. Both the front and rear pans were rolled, and all wheel wells radiused, with the lips flared to a razor edge. As for side body work, the door handles were made flush with the upper door edge, and the front ends of the side panels were reformed to match the design of the rear. The hood scoops on each machine match the design of their respective grilles: egg crate plastic inserts for the His, and horizontal fine-line for the Her. Wheel-wise, Sonny struts his stuff on Rader spoker star mags, while Cher uses Rader wire casts.

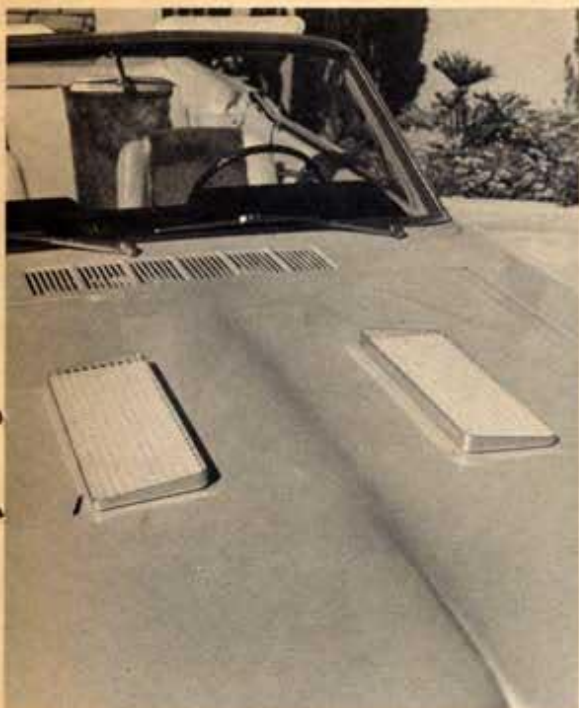
Now, with some fear and trembling, let us turn to the interiors which not only border on the catastrophically spectacular,



The His-Hoss, which is what we have here, sports an egg-crate plastic grille, bordered by rectangular beams shipped specially from France, which, of course, is very far away!

Both Hosses received tunneled, rectangular taillites, with a sculptured center bead down the rear deck; on the sides, the wheel wells were radiused and flared, while the recessed panels were filled-in up front.





The hood scoops on each machine match the design of their respective grilles; like we mean, egg-crate for the His, and horizontal fine-line for the Her. And underneath the metal, there throbs the FoMoCo 289 High Performance mill.



Well, if it ever rains while Cher has the top down, you're goin' to see the fastest ten fingers in Hollywood! That's real ermine mink! The Sonny-Buggy sports bobcat fur, which is also kinda expensive.

but which can be matched, in terms of living, vivid color, only by samplings from the wardrobe of Hollywood's Pop-Rock Sweethearts. All credit, fame, glory, and full responsibility for the design and choice of materials belongs to Shirley Barris, the sweet, young thing who shares George's Kustom Kastle.

In the Sonny-Buggy, Shirley chose antique saddle tan seats, with a center inlay of Bobcat fur. The side panels are done up in rustic suede (sheer class), while the floor area was carpeted with gold-tipped Icelandic sheep fur (obviously intended to contribute a rugged, masculine quality to the whole affair). The contrasting outside finish was based on gold-tan pearl, with color blends of gold dye toners. And for that last ultimate touch, marble gold patent leather was set into the exterior recessed side panels.

If you think all that must surely make for an unmatched psycho-optical experience, just cast a guarded glance at the Cher-Machine. The seats are enveloped in black and white ermine fur (the real thing . . . and expensive), with a trim of black naugahyde. The door trim is ablaze with what is called hot pink suede

(which is one color no fella who values his reputation would ever admit to liking in the presence of his buddies).

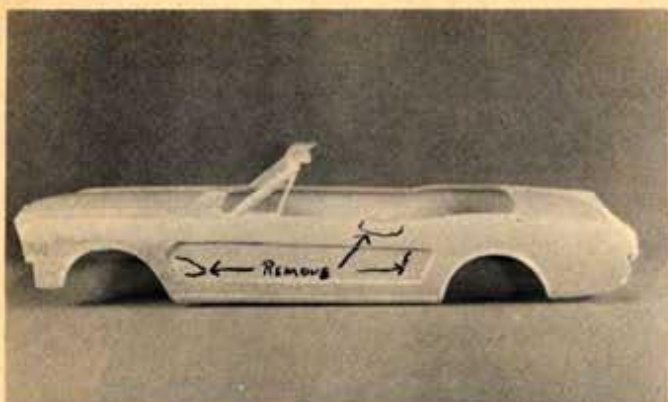
The floor covering features more of that sheep fur from Iceland, only this time it's hot pink. The exterior side panels are done up in marble kandy red patent leather, surrounded by a mind-bending finish of hot pink pearl base (what else?), dusted with blends of translucent

kandy red. To wrap it all up in a single phrase, this is one car . . . colorwise . . . that's just got to be what's known in the trade as a traffic-distractor.

King George has obviously built a pair of winners . . . which isn't really surprising, considering he's been doing just that for a number of years. Already, the cars have been selected for use in a flick now being put together called "Good Times —



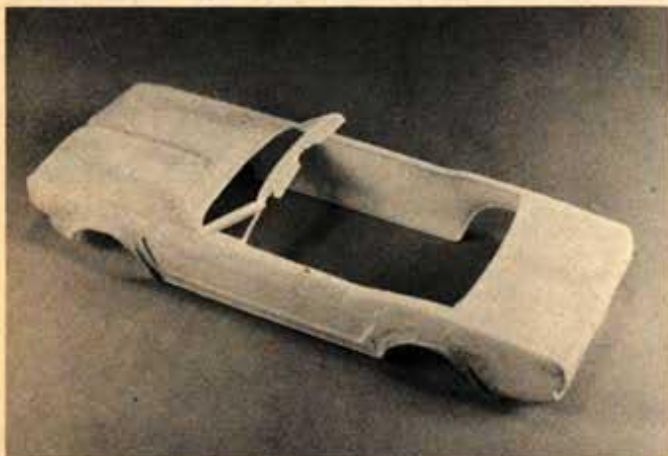
Say, how'd YOU like to see these wild machines in real-life-person? ZOW!! Well, it's EASY. Just display this copy of MCS on your front door, and keep your eyes open . . . with luck, His-n-Her might drive by! You never can tell!!



The AMT Corp. will soon be finished with a scale version of the Pop-Rock Mustangs; but if you can't wait, grab one of their regular '66 Hosses and clean up the sides for starters.



Up front, glue down the hood and extend it . . . and the fenders, with card stock and putty. The center "V" is notched into a wedge of putty, supported from behind by a piece of scrap plastic.



Finish the hood by beading a fine line of putty down the center . . . continue it on rear deck. With more putty, build up the lip on each wheel well, and fill in the front of the recessed side panels.



The rear deck should be built up with putty to a flat surface; also fill in the standard taillite housing. Then cut out new housings and put a bead down the center to the top edge of the bumper.

The Wonderful World of Sonny and Cher!" (There are some very strong rumors around the MCS Hangout that there's little chance of it being titled: "Sonny and Cher meet Dr. Zhivago;" and the choice: "Who's Afraid of Annette Funicello?" is definitely out!)

And as any experienced modeler would naturally expect, the AMT Corp. is busily hacking away at a mountain of plastic in an effort to bring out a Sonny-and-Cher Mustang kit (1/25th) for mid- or late-summer release. Like the rest of their Barris-designed Star Cars, the AMT "His-N-Her Hoss" is really going to move . . . which is why we decided to try building it from scratch. And since you, too, are probably just itching to start scratching your own pair of Pop-Rock Mustangs, we will now turn on a flood of technical information.

To start with, you'll need a pair of AMT '66 Mustangs and a healthy supply of contour putty. The major reworking areas follow the full-size cars pretty closely; specifically, they are: the hood-grille-front fender-assembly, the wheel wells,

the rear deck, and the taillight housing.

For beginners, we'll tackle the front end first. Start by gluing the hood in place. Then, with an Auto-Matic Cutter, notch a "V" into the center of the hood, down the front through the grille cavity. Next, place a piece of scrap plastic into the grille cavity, at the point of the "V." Against this, build up a wedge of putty and cut a large "V" into it. Then, with cardboard stock or scrap plastic, plus several layers of putty, extend and square-off the hood and fender line. What you should end up with is a double cavity grille effect (it's actually a bit more difficult than it sounds). It will look pretty clutzy, but you can slick it up with some fine sandpaper later.

As for the hood, bead a fine line of putty down the center and blend into the surface area. With a hobby knife, draw the hood opening lines on each side through any putty that may have gotten in the way. The hood scoop frames can be made from scrap plastic or four square license plate holders.

To clean up the sides, cut away the

standard Mustang insignia goodies and the door handles. Also fill in the front edge of the recessed side panel to match that towards the rear. And while you're working in the general area, build up the wheel well lips with putty.

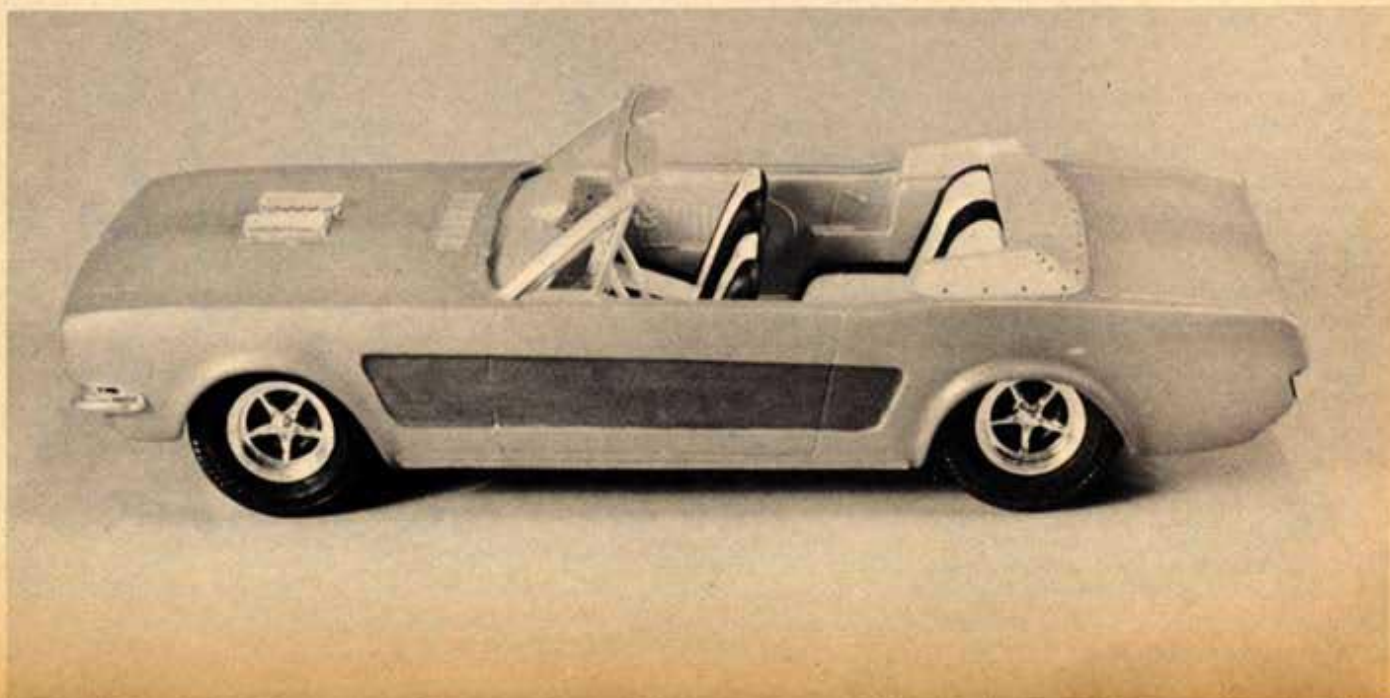
With still more putty, flatten out the rear deck area and fill in the taillight cavity. Then cut out two matching cavities, separated by a center bead of putty that runs down the rear deck to the top edge of the bumper. The taillights, hood scoops, and grille cavities are filled with Dubro wire mesh (on the Sonny-Buggy), or spare side-trim plastic cut to fit (on the Cher-Machine).

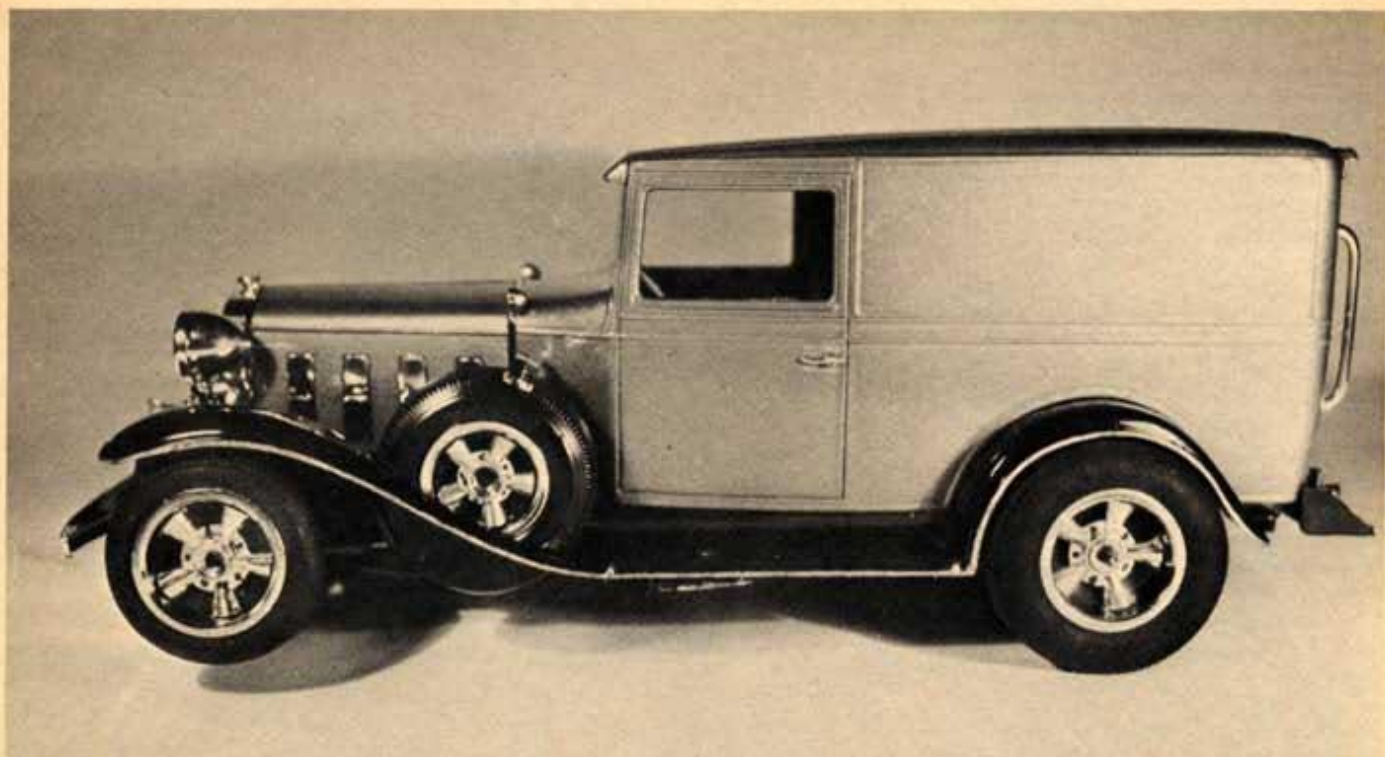
To add the finishing touches to this double-bundle of custom class, it's time to reach for the spray paint. For the His-Hoss, we used four to six coats of Testor's wood tan, dusted with gold or brown. Inside, the seats were trimmed in brown and black (kinda close), with side panel trim of gold and tan. The exterior side panels were covered with brown, dusted with gold (which is reasonably close).

The Her-Hoss was done up with a base of Testor's pink, dusted with candy apple red. The recessed exterior panels were brush-painted with Testor's PLA dark pink, while the interior features pink, white, and black trim. The colors are a fair match for those on the full-size originals; since they use their own super-secret paint blends at Barris Custom City, you'll have to be satisfied with something close (and to get even that, the paint has to be shot in area where the temperature can be kept somewhere around a dry 70 degrees.

Just follow the magic instructions, and you too can impress your friends with a scale pair of raucous runabouts. With a little luck, you might even lose a friend or three or many . . . which actually would be great, 'cause then you could start writing some really soulful protest songs. While waiting around to be discovered, you could work on growing your hair long and practice singing through sand. Then, all of a sudden, that big day might come when Hollywood will call, and George will start working on some custom wheels . . . let's see, maybe we could call them "The Fred and Frieda Falcons," or "The Leopold and Viola Lincoln Continentals," or how about . . .

The taillites, grille and hood scoops are filled with Dubro wire mesh (on the His) and with spare side-trim plastic cut to fit (on the Her). Admittedly, all this doesn't make for a perfect copy. But we're close . . . which is something, anyway. If you follow the rather free floating instructions in the text, you too can build something to shake up your friends. But if you want a real trip, get the up-coming AMT kit and rework it into a standard, secondhand '65 Mustang . . . Now that's wild!





For the detail heroes who really flipped for the Toolers featured in the March issue, here's a new McCalla Machine that proves again that there's more to slot racing than just racing.

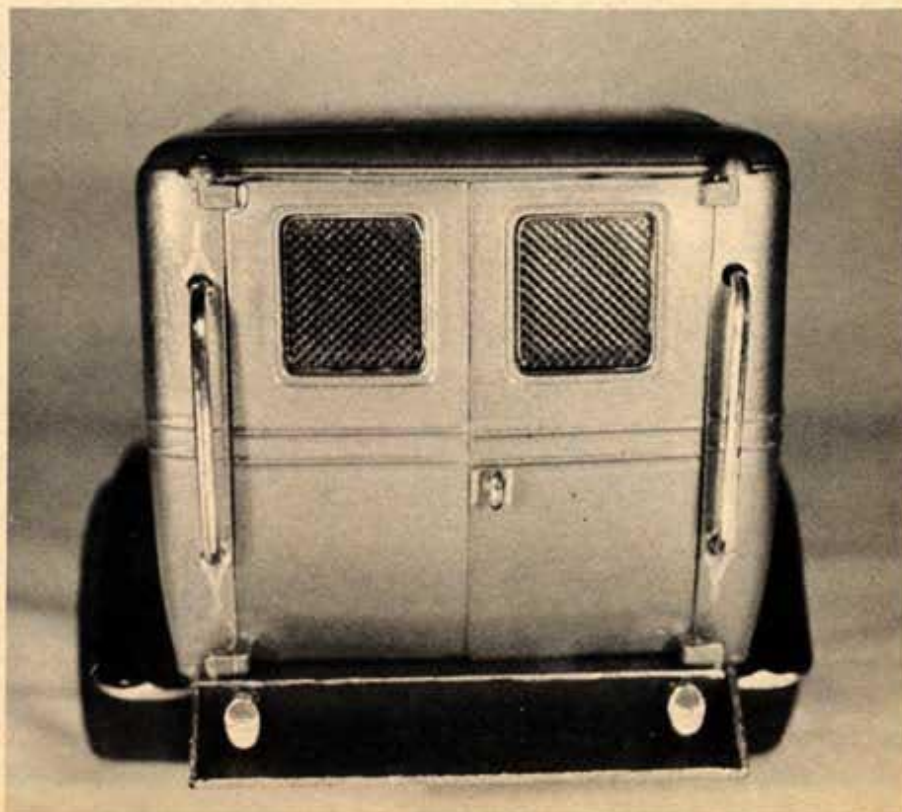
COFFIN HAULER

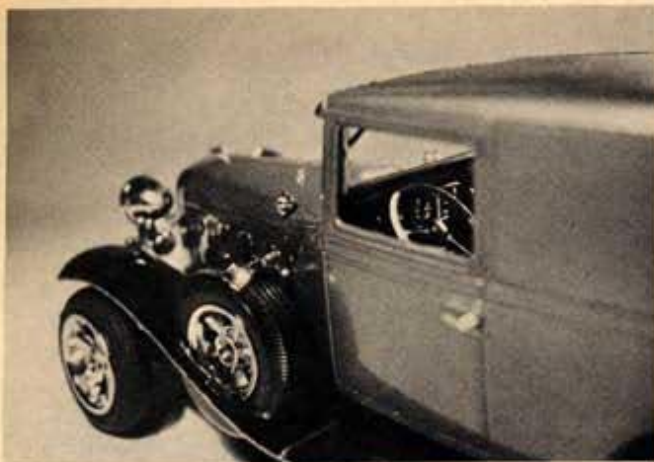
**Here's another
of those McCalla
Machines for the
guys who like
to Slot Race
with a difference**

In response to almost overwhelming public demand(?), we have rounded up another one of McCalla's Toolers, this time featuring a little different body style to help balance out the ever enlarging line up of cars in Bob's Tooler Factory.

MPC supplied the original static kit for this "Coffin Hauler" in the term of their Gangbuster Series. There are nine possible combinations which may be

If you can follow the usual simple instructions that come with a model kit, you can build a pretty boss-looking Hauler body. You can even have opening doors, working lights and a fully detailed engine.

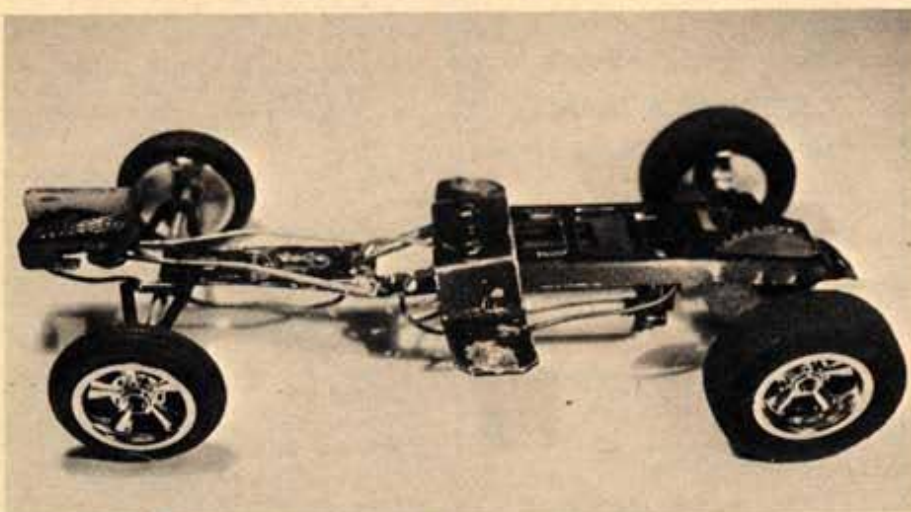




The "Coffin Hauler" is based on MPC's Gangbuster kit, and could have been built nine different ways, each stacked with detail.



A two-tone paint job (blue body and black fenders) was chosen for a classic touch, with the interior done in flat black. Seats are done in light tan.



Once again the Russkit Spyder frame got the nod as the basis of the Hauler's running gear, as it mounts easily to the running boards.



To move the Hauler, McCalla selected the Cox Mabuchi TT-X100, mainly because it fits the Spyder frame so easily. While it can hold its own in a hot dice, speed isn't really important.

colors. Flat black with light tan seats are recommended for the interior. The parts listed should be pre-assembled without gluing, so that you can be sure of a correct fit at each joint.

The running gear may be assembled while the rest of your model is drying. The best combination found for this model, for speed, durability, and appearance was as follows: FRAME — Russkit Spyder; MOTOR — Cox; WHEELS — Strombecker. The tires we will leave up to you. Bob used stock Cox tires and inlayed them with German Spongie rubber. This makes for a great combination of sidewall detail and extra traction.

The frame comes complete with bearings, pickup flag, swing pickup arms, and motor mount. The entire frame

built from this kit, but Bob chose the panel truck.

After you have purchased the kit (if you do), remove the main parts which will be needed (body, fenders, hood and rear doors).

These will be the parts which should be painted and set aside until you are ready for them. A two-tone paint job on this little jewel will enhance the appearance and bring an authentic feeling back to the car. In this case, a blue body and black fenders constitute the main

assembly is made of brass, so if you should decide to solder to it at any time you will have no trouble doing so.

After assembling your complete running gear, and the fenders on your model have dried, lay the fenders upside down. Place the frame assembly on top so that you can measure for the right wheel base and clearance before making any cuts.

When you have assembled the frame and fenders together, the completed interior (seats, dash, steering wheel and floor boards), should be inserted into the panel portion of the body. The chrome side-panels in the hood should be applied before securing it to the body. If you are not going to display the motor in the car, cement the radiator and grille assembly to the hood before securing to the body.

You are now ready to stick everything together and add the finishing touches such as headlights, bumper, spare tires and mounts, rear hand rails, parking lights and whatever else you might decide on.

Place the completed model into a well cushioned, protected box, gather up your controller and head for your favorite race center. However, be sure to remember at all times to be on the lookout for the "Jealous Nitwits." Since they usually drive the "everybody-has-one" type cars, they don't mind trying to nerf you off or run into you just to watch the pieces fly.

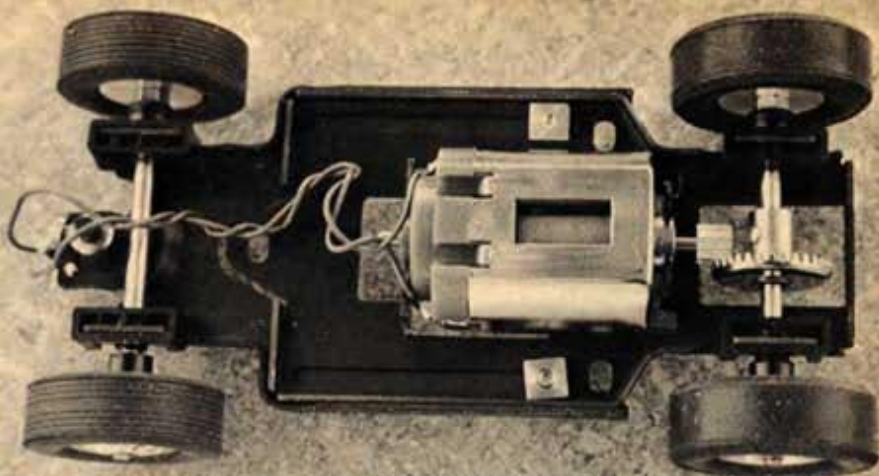
The rugged, lightweight chassis is made of aluminum. It's fully adjustable too. That TC-24 can is brutal, and pumps out the torque!

MCS takes a close look at Strombecker's Ferrari 365

The Big Bad Brute

By RAYMOND HOY

If you are the type of enthusiast who melts inside at the sight of truly fierce, rugged racing machinery, you'll break down and weep when you see Strombecker's newest bomb! They have captured the very essence of the Ferrari 365P2 sports car, in accurate 1/24 scale, and I for one, really appreciate their fine effort.



SPECS AT A GLANCE

CAR TESTED: Strombecker 365 P2

PRICE: \$7.95

KIT OR BUILTUP: Kit (Also available in built-up form for \$9.95.)

SCALE: 1/24

WHEELBASE: Adjustable from 88" to 122" (1/24 scale)

TREAD: 51" front and rear (1/24 scale)

FRAME: Two piece aluminum, fully adjustable

MOTOR: Strombecker made, 600-B Mabuchi type.

MOTOR POSITION: Inline

GEAR RATIO: 32 tooth crown, 10 tooth pinion for a 3.2:1 ratio

BODY MATERIAL: Injection moulded.

PICKUP TYPE: Non-fallaway type.

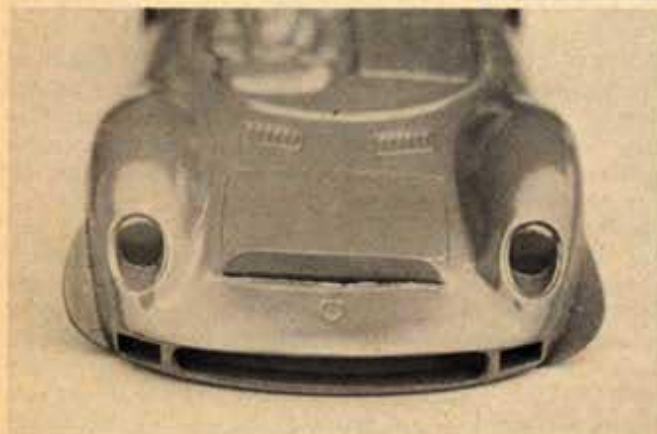
The frame can be lightened further by drilling holes at random. It won't weaken the frame, and will help acceleration and braking.

Once you have been bitten by Ferrari fever you are done for. There's just something about a Ferrari that hooks you for good! I have a tendency to drool over mean looking sports cars that are riddled with vents, louvers, spoilers, and the other bits and pieces that spell "b-r-u-t-e f-o-r-c-e". And this Ferrari spells just that!

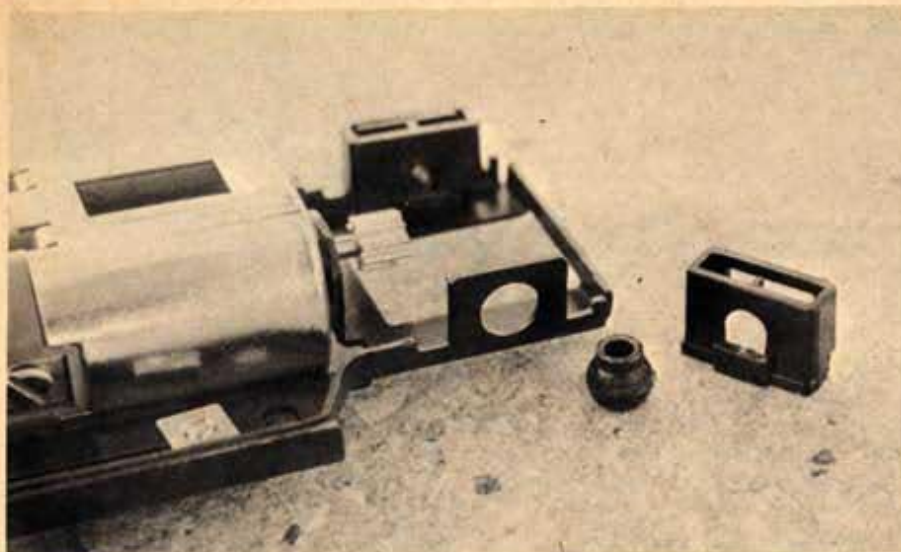
Strombecker has become extremely competitive, with the advent of their new "TC" series tincans and adjustable brass pan chassis. They're fast, rugged, and reliable, and best of all, they're available at an extremely reasonable price.

Strombecker's 1/24 365P2 sells for only \$7.95 in kit form, and \$9.95 as a built-up. The motor used in both cars is the brutal TC-24, designed and built by Strombecker. This motor turns out gobs of torque and propels this machine over the course like a burned bee!

The frame is made of aluminum, and lightweight. The strength of this deep-

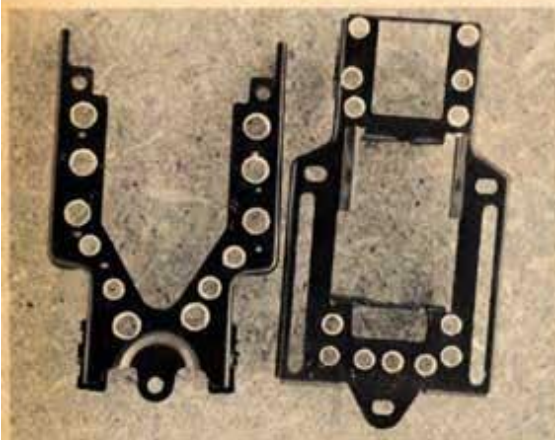


Cut slots for the front "beards" and glue them into the sides of the fenders. Glue from the inside. A nose deflector looks good too.



The self-aligning delrin bearings give the axles a smooth ride, once they're properly loosened up.

1/8" should be removed from the guide shoe, to stay within the 3/4" international ruling. It's 3/4" at the bottom, but 7/8" at the top.



If you want a large spoiler on the rear deck like this one, cut the old one off, cut a slot for the new one, and glue on the inside. Fair it in with body putty, then sand it smooth.



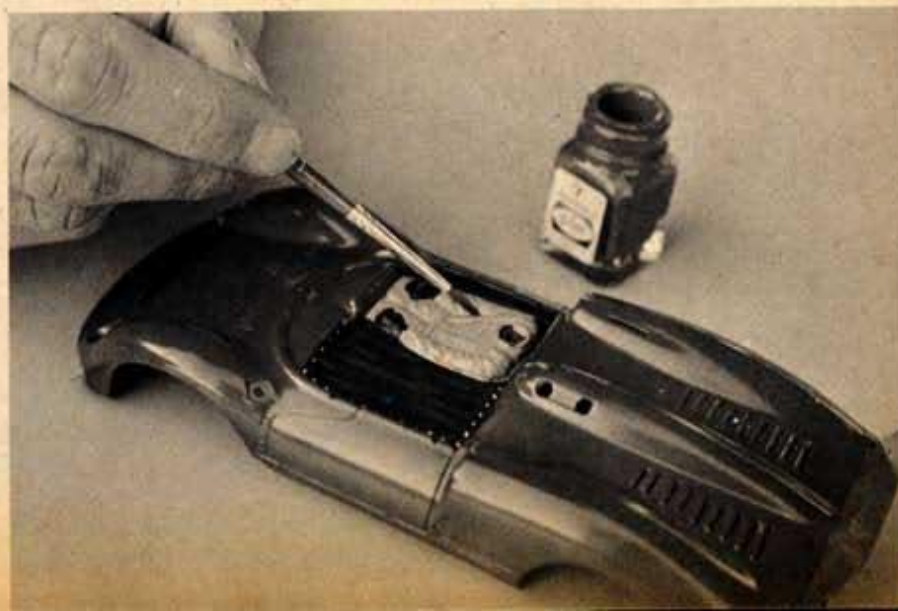
drawn pan frame is fantastic! It's fully adjustable for wheelbase and tread, and best of all, you can adjust the wheelbase while the body is mounted.

The chassis features self-aligning Delrin bearings, front and rear. The pickup is also made of Delrin, and it is not

Continued on next page

After the shell is sanded, spray with #3 Testor's red. After a few days, rub the finish out with paste wax. Rub lightly or you'll go right through the paint!

Detail the cockpit interior, etc., after the wax job. Follow the painting guide, included with this article.





Remove the excess film around the decal, then blot in place. Lightly score around the door lines with the end of a hobby knife. Then . . .

Draw over the lines with India Ink. A small nail works fine as an applicator. Wipe the residue away with a damp rag.



necessary to remove the chassis from the car to change the pickup wires, or reverse the motor leads.

The only weak point in the chassis is the ring gear. This stamped metal unit just isn't up to the tough usage it will receive from that brutal TC-24. I'd recommend replacing it with a good brass, or nylon gear.

The tires are soft, and real "grabbers", but they lack sidewall detailing. The wheel inserts, however, are beautiful!

Strombecker's injection moulded body is very good. The parting lines are easily removed, and the finished shell

looks great.

This car has fine handling. It's extremely easy to drive, and quite forgiving. Like most cars, it responds still better when wider, softer tires are used on the back; but the stockers do very well on most commercial tracks.

You'll have to clean up the self-aligning bearings before installation, if you want to extract the best performance from them. Once they are free to turn smoothly, they're a great bearing surface. And if you feel like going "flat out", you can simply push those bearings out of the way and pop 1/4" ball bearings

in place, without even drilling one hole!

As you can see, I went the route on the body, adding a larger spoiler on the rear deck, "beards" in the front, and a deflector on the nose. The finished machine looks still hairier, and the handling at high speed is improved too.

If you want to lighten the frame still more, simply drill it full of holes, as shown.

Strombecker also makes a 1/32 scale "Dino" Ferrari, for \$5.95, that's a work of art! It looks like they've pretty well got both scales sewn up, wouldn't you say?

PAINTING GUIDE

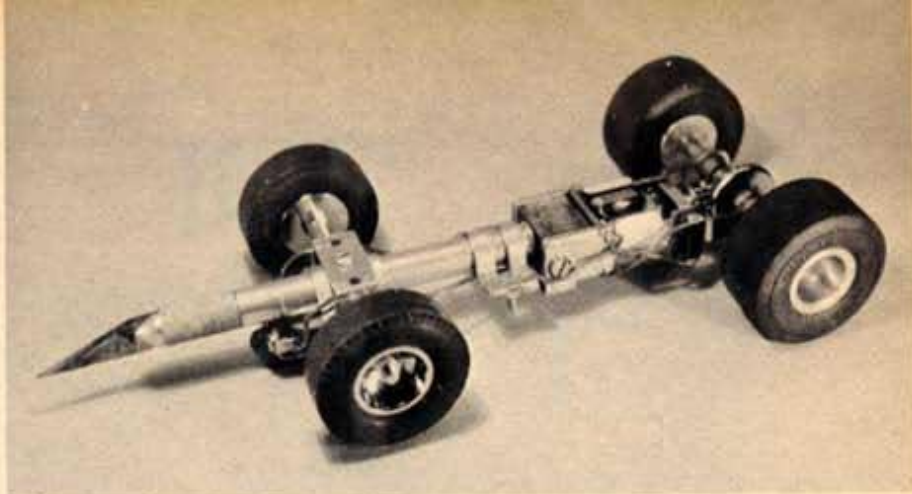
- Body Shell — #3 Testor's red spray enamel
- Driver's suit — Testor's #38 gray.
- Driver's gloves — Testor's #39 brown.
- Shoulder straps — (Make from rubber bands, as illustrated in the Slotracer's Workshop, MCS, July '66)
- Cockpit area — Testor's #49 flat black.
- Driver's goggles (rims only), helmet straps, door hinges — Testor's #46 silver.
- Driver's goggles — Testor's #22 green. (lens only)
- Driver's helmet — Testor's #3 red.



Add the windshield and chrome goodies and you're ready to race. Isn't that truly a "beautiful brute?"



HOW TO RACE AN X-ACTO



THEY SAID IT COULDN'T BE DONE, BUT IT
CAN (OUCH!!). AND IF YOU DO IT, REMEMBER . . .
TAKE THAT BLADE OUT!!!

BY BOB McCALLA

Some people just have no faith! I mean, how else can you explain the doubt shown by a major manufacturer over our ability to race their product? You know the company I'm referring to . . . the one that runs the full page ad with the big blast saying "You can't race an X-Acto!" You'd think they'd know better; let somebody try to tell us we *can't* and we're just uncorked enough to go out and show 'em we can . . . which is just what we've done! So, forgive us Mr. X-Acto, but you are wrong. Not only can we race your great little hobby knife, but that "Steel Stabber" goes like there's no tomorrow.

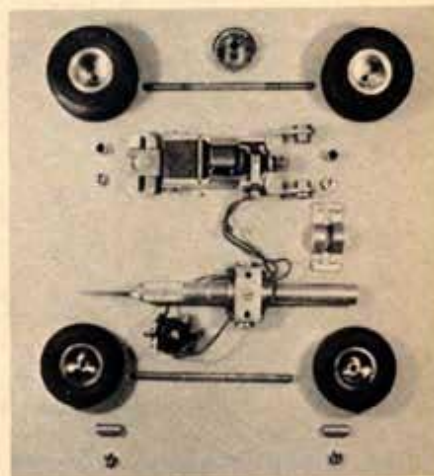
And talk about attention-getters! You should see the instant panic that hits the thumb muscles of the opposition when

this, the world's thinnest Track Terror, starts to nerf its way through the pack.

Building some running gear around an X-Acto knife is easier than that for an ordinary, run-of-the-slot type car. Plus, there's a certain weird challenge involved that makes it a strange kind of fun. For parts, you'll need the knife and some spare brass stock (to fashion a couple of motor and knife mounting brackets); plus your choice of motor (inline), axles, wheels, tires, and assorted regular goodies.

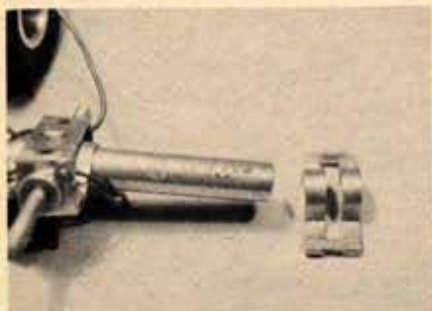
Of course, the main ingredient needed is a strong dose of motivation . . . you really have to have a thing about knife racing! All kidding aside, the cost of building an X-Acto Racer is practically zero; with the exception perhaps of the special mounting brackets, all the parts can be reused to build a more orthodox-type machine. So, since all you can

Take one quick lap past the opposition and it's . . . RIIIIIPPP! Instant Surgery! If you build the Steel Stabber (and you won't unless you're as crazy as we are), please remove the blade before you take it to the track. Okay?



If you've been with the sport long enough to have a pile of spare parts, then you're ready for X-Acto racing. In any case, when the thrill of the kill is gone, you can always build a regular type car.

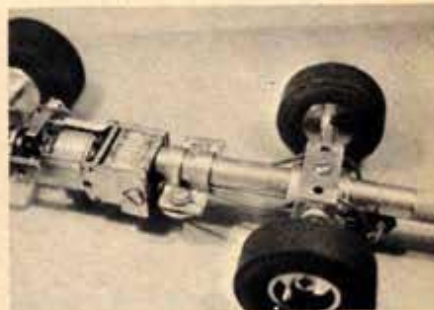
waste is time, why not build it. Believe me, you should see the things it does to clear plastic bodies . . . ZAP! TWUNK! RIIIIIPPP!



An X-Acto knife makes for a pretty long machine, so trim off about two inches from the handle. The bracket was fashioned from a piece of a spare frame, cut and bent to the desired shape.



Cut and bend a front axle bracket to support the knife. Then drill a hole slightly larger than the diameter of the axle through the center of the knife handle; insert axle and position the wheels.



The knife handle is fastened to the front motor mount with the "scratched" brass bracket. The bracket for the front axle can be tightened by inserting a self-tapping screw through the top.

**"WHAT
WAS
THAT?"**

The silvery something that
just shot its way down the slot is
the **ASTRO-V** . . . flashy,
fast, and different!!

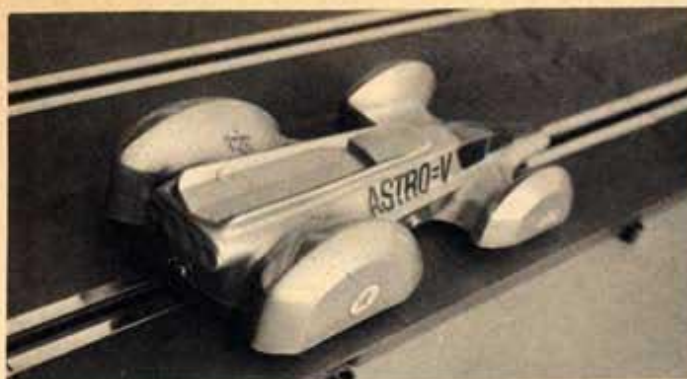
It's a bird, it's a plane, it's . . . the Astro-V, by Classic! This latest "futuristic" machine from those "Manta Ray" people will surely give our British cousins nothing but heart seizure! They

don't seem to "dig" the American pastime of creating way-out machinery! But many of us over here *do*, and if *you* do, friend, you'll get a real bang out of this "moon crawler"!

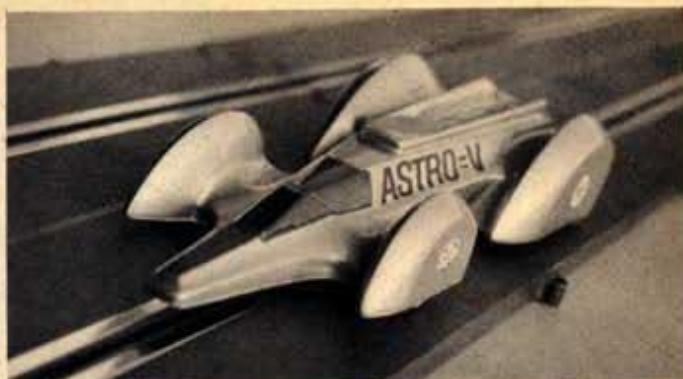
"Moon crawler V to base, come in base." If there were a few craters about, you could almost believe the conversation! That's "way-out" styling!

The Astro-V is a kit, and sells for \$8.98. It goes like Haley's Comet, mainly because the chassis beneath this super-bomb is a modified and improved version of the Viper, the second in the wild car lineup that has built the fantastic Classic reputation for speed and endurance.

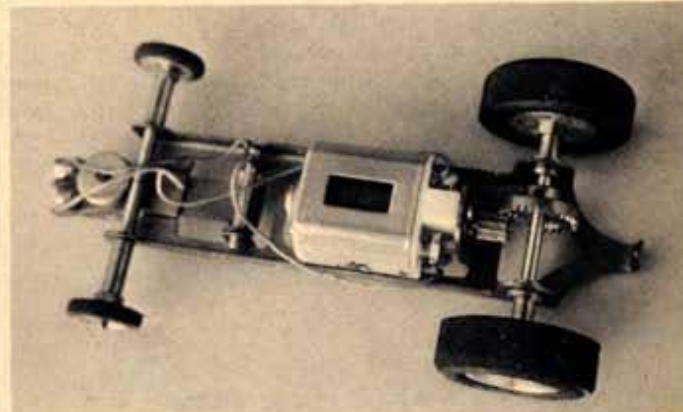
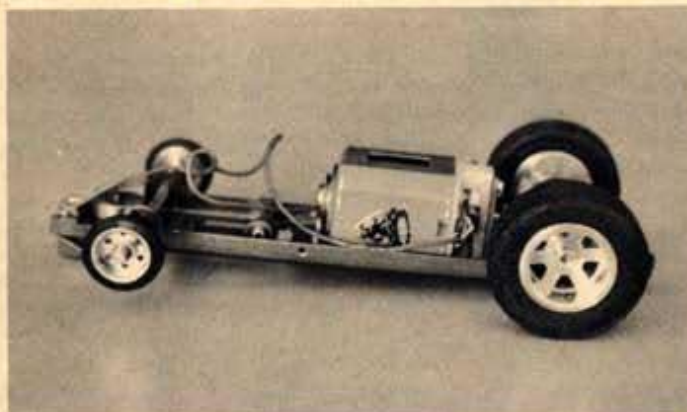




On the track this beast really looks sinister! Handling is superb on this Astro-V, because that's a Viper chassis beneath the pre-painted, vacuum formed body shell.



And here it is. Look familiar? It should, as it earned its reputation for speed the way a race car should — in competition.



From box to track is a matter of only a few minutes, thanks to the superb design of this machine. This bomb is highly competitive!

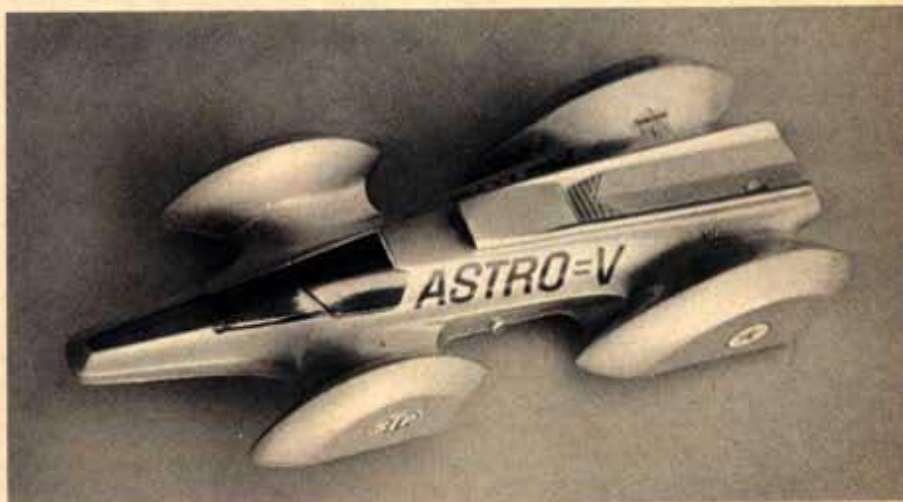
The kit is very complete. It contains a dandy screwdriver with comfortable plastic handle, an Allen wrench, double end wrench and a good instruction sheet.

The rear aluminum wheels are shod with sticky German spongies, while the tiny front wheels have medium hard, ribbed tires. The frame has a drop flag, and the pick-up is kept buried in the slot by means of a weighted collar.

The motor is Classic's CM-250, which is a heated up 600-B Mabuchi can. The crown and pinion gears are made of brass, and are really excellent units. The crown is secured with a socket setscrew.

The vacuum-formed shell comes pre-painted. It mounts to the chassis in three locations, with self-tapping screws.

It appears as though Classic has another winner in their line-up with this Buck Rogers rocket ship. You'll soon be seeing them storming around the commercial shops like they own the place! You don't believe they'll own the place? Well, would you believe they'll hold the lap record?



SPECS AT A GLANCE

CAR TESTED: Classic Astro-V
 PRICE: \$8.98
 SCALE: 1/24
 KIT OR BUILT-UP: Kit
 WHEELBASE: 87" (1/24 Scale)
 Tread: 60" front, 55" rear, (1/24 scale)
 FRAME: Deep channel aluminum, non-adjustable.
 MOTOR: 600-B Mabuchi
 MOTOR POSITION: Inline
 GEAR RATIO: 30 tooth crown, 10 tooth pinion for a 3:1 ratio
 BODY MATERIAL: Pre-painted, Vacuum-formed.
 PICKUP TYPE: Drop arm, non-weighted.

PROJECT PICKUP

BETTER LOOK QUICK,
'CAUSE THE LIL' DUDE . . . THE
READER-BUILT CUSTOM BUGGY . . .
IS JUST ABOUT READY
FOR A WRAP-UP.

BY GARY MILTON

We are quite surprised to find that the majority of our letters seem to be in favor of giving "Lil Dude" our pet project pickup, a *mild* instead of *wild* customizing job. Frankly, if that is the case, we feel we should stop right here, and go into detail with the interior, engine compartment, and running gear. First of all, however, we've got to give "Lil Dude" a coat of paint!

Take everything apart, that is possible,

and give it a *thorough* water sanding, with the finest wet-or-dry sandpaper you can lay your paws on. When you are really carried away with the finished product, dry each part thoroughly and

blow it clear of dust (lung power baby!) and lay the bits and pieces out on a clean, dry surface. Spray the doors, hood, and tailgate with Big Daddy Roth's Surfite Yellow, by Testor.

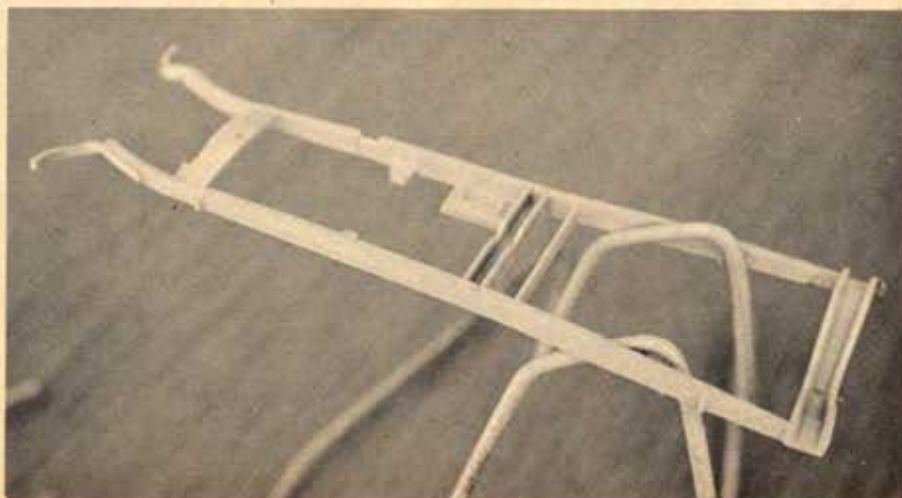
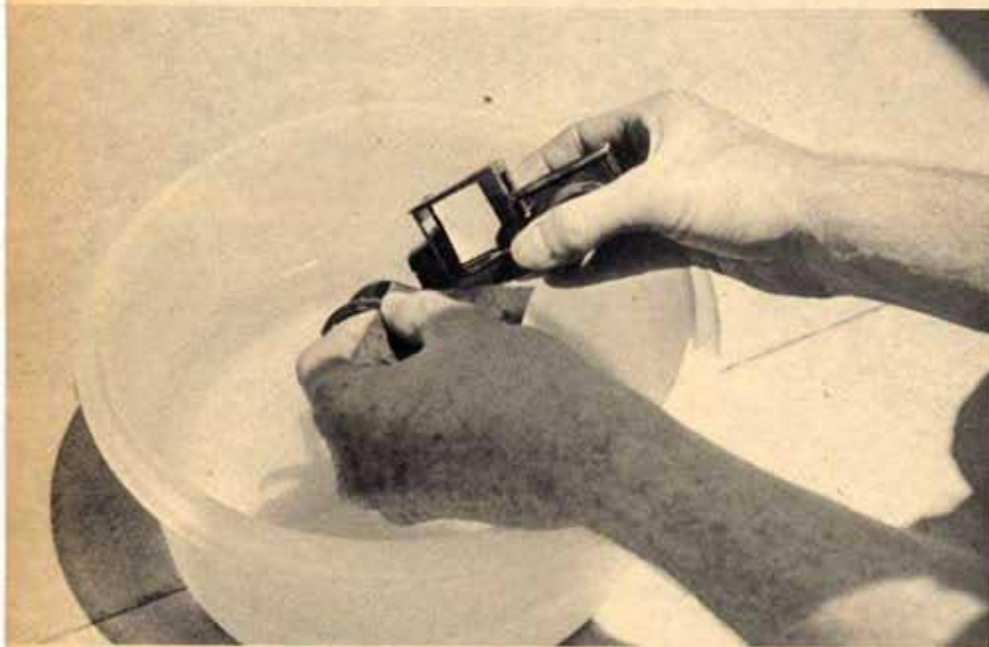
Set the frame over a bent coat hanger, and spray it yellow too. We may as well do this right! The main body shell will now receive eight tons of TLC, (tender loving care, square) by mounting it on our favorite bent hanger, which was done especially for MCS by our boy editor, J.B., in one of his group therapy classes.

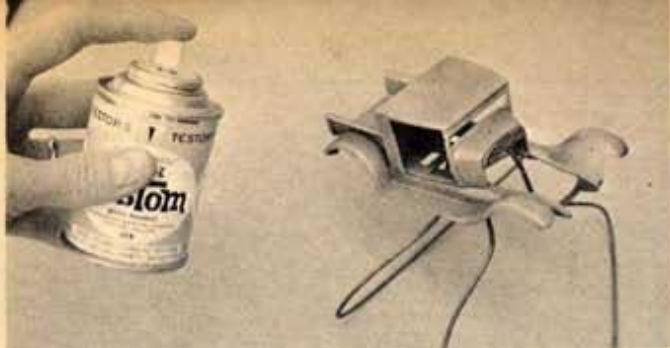
Mist on the first coat of Surfite Yellow, from about 10" out there in outer space. The surface should wind up looking a bit "polka-dotty" if we may coin a word or two. In other words podnah, you're not trying to lay on a heavy coat.

Scour every part of Lil' Dude with the finest wet-or-dry sandpaper you can buy. When you are finished, dry each part thoroughly.

Lay the individual bits and pieces on a clean, dry surface, and spray with Testor's Surfite Yellow.

Never say that we don't have class, lil' chums! Spray Lil' Dude's backbone with Surfite Yellow too.



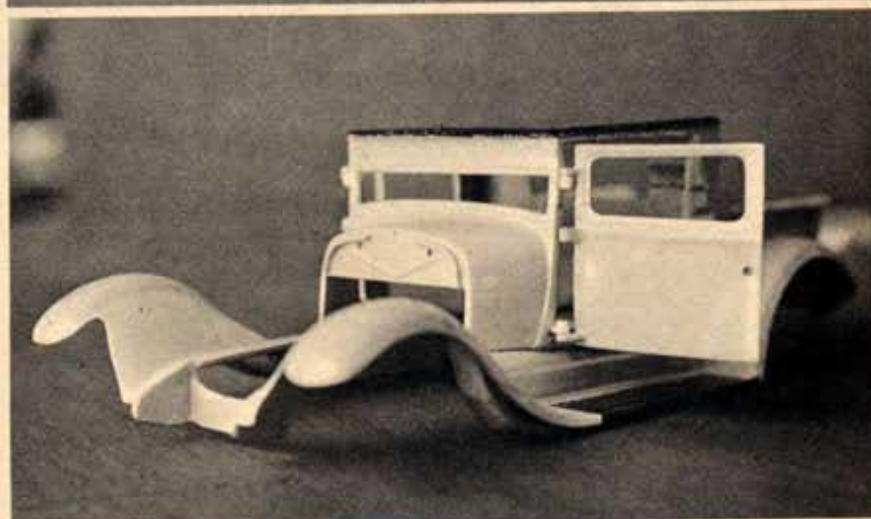
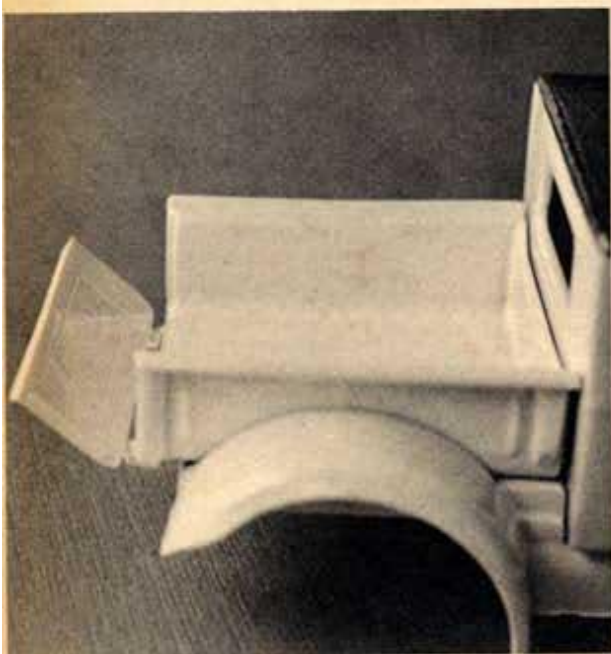
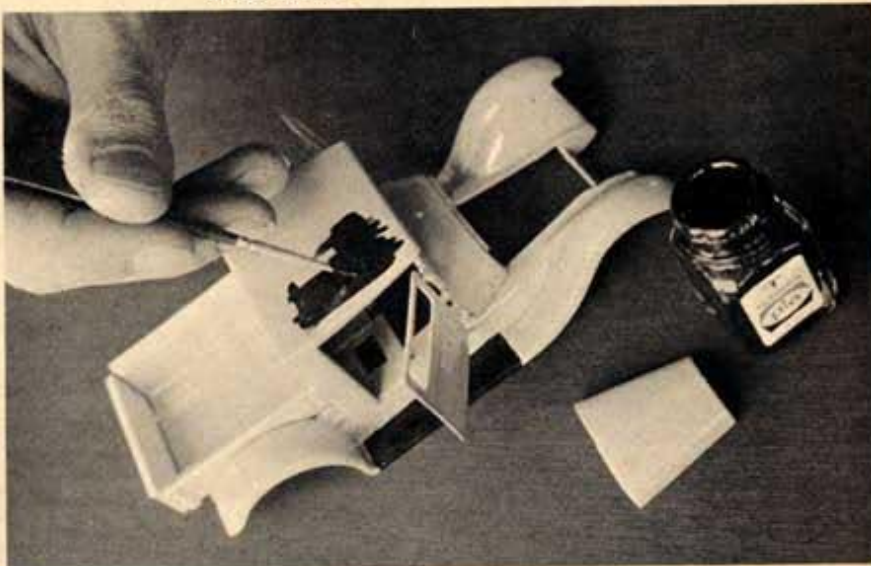


Mount the body on a coat hanger, and mist on the first coat from about 10" out. This is just a "tack" coat. Don't try to cover it completely.



Apply the finish coat in three or four different sessions. The primer is hard to cover with a light color like yellow, so be careful.

After the yellow is dry, give the top a coat of flat black enamel. Now let the whole thing dry for a week, then polish out with paste wax. Mount the doors and tailgate, using maximum care to insure smooth operation. Next month we'll finish Dude off with an interior, engine, and exterior detailing.



Instead, you merely want to provide a sticky surface for the finish coat to adhere to.

Let the mist coat dry for approximately 15 minutes. Now you can get serious. Shake the spray can vigorously, and begin spraying, from about 10" out. Keep the can moving in steady sweeps, from left to right, and back again, covering a new area with each sweep. Go clear past the body with each sweep.

Let the body dry thoroughly, or I'll have you locked in irons! It's best to apply the paint in two or three sessions,

rather than try to lay it all on in one heavy coat. That primer is tough to cover with yellow, so take care.

Now don't lose your cool; I said let that paint dry before you lay your grocery tongs on it, and I mean, like maybe for a full w-e-e-k (don't weep, it's for the best) because if you don't you'll leave fingerprints in the paint that even a detective school drop-out could find!

All right, I'll weaken a bit and let you paint the top with a coat of Testor's flat black enamel. But that's all!

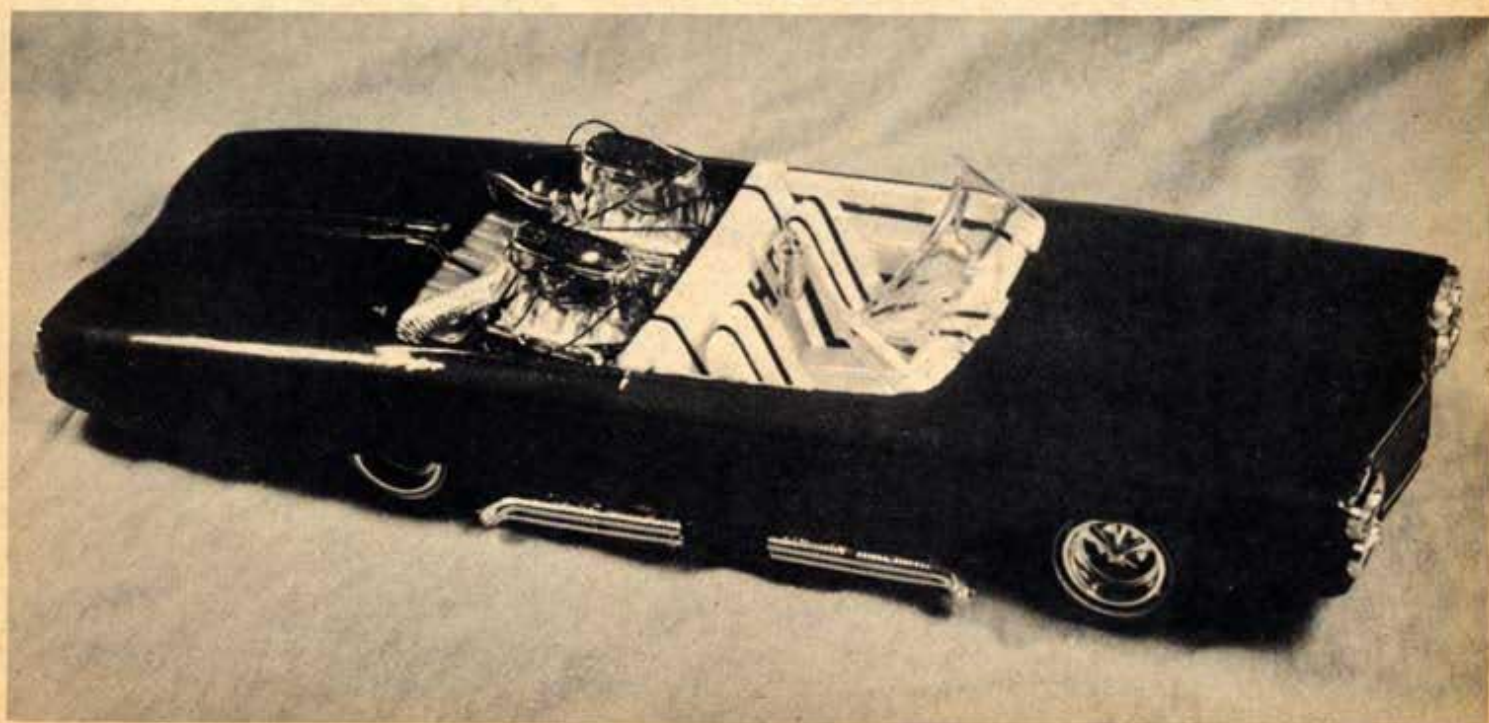
The week's up! Rub the shell out with household paste wax. Easy there chum, you want to press hard enough to go right through that paint? TLC, remember? The finished body looks great!

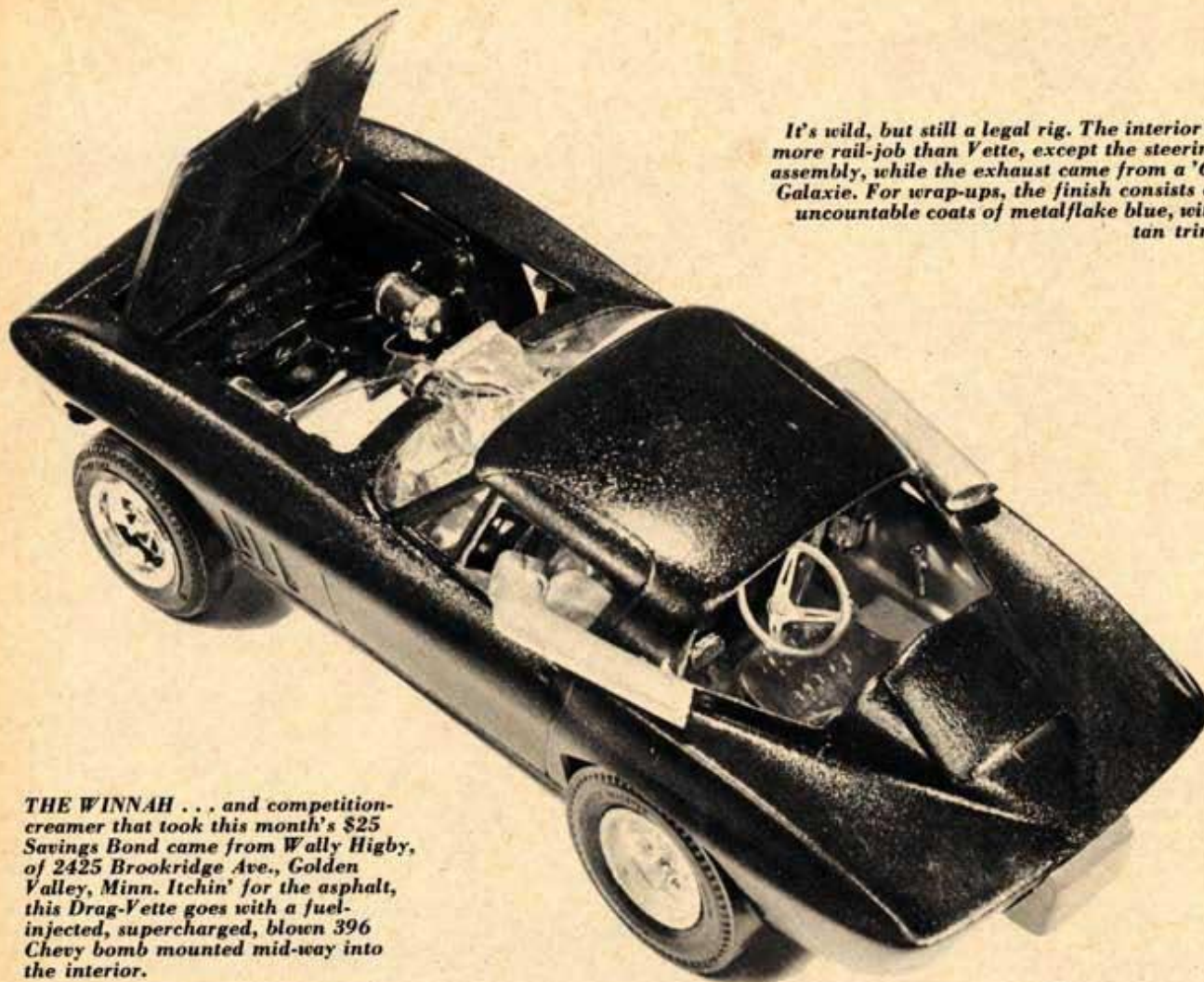
Now you can attach the doors and tailgate with the hinges provided in the kit. Takes time, but if you want them to work perfectly, take care.

Next month we're going to wind "Lil Dude" up. We'll put the whole thing together, upholster the interior, detail the engine compartment, and finish detailing the exterior. Stick around!



MCS: MODEL OF THE MONTH CONTEST

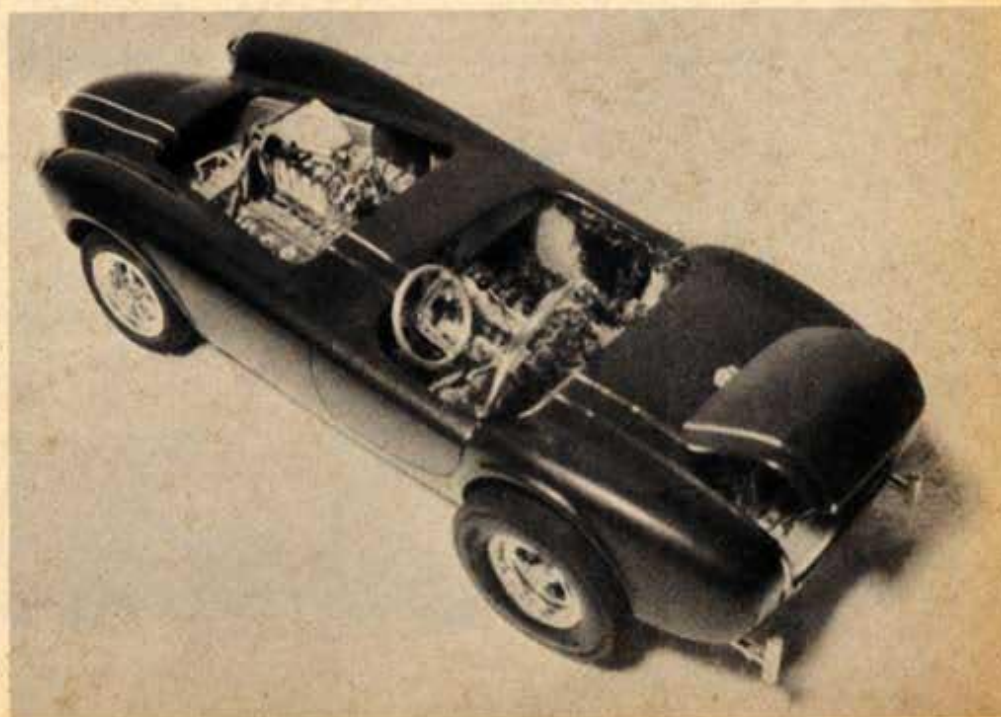




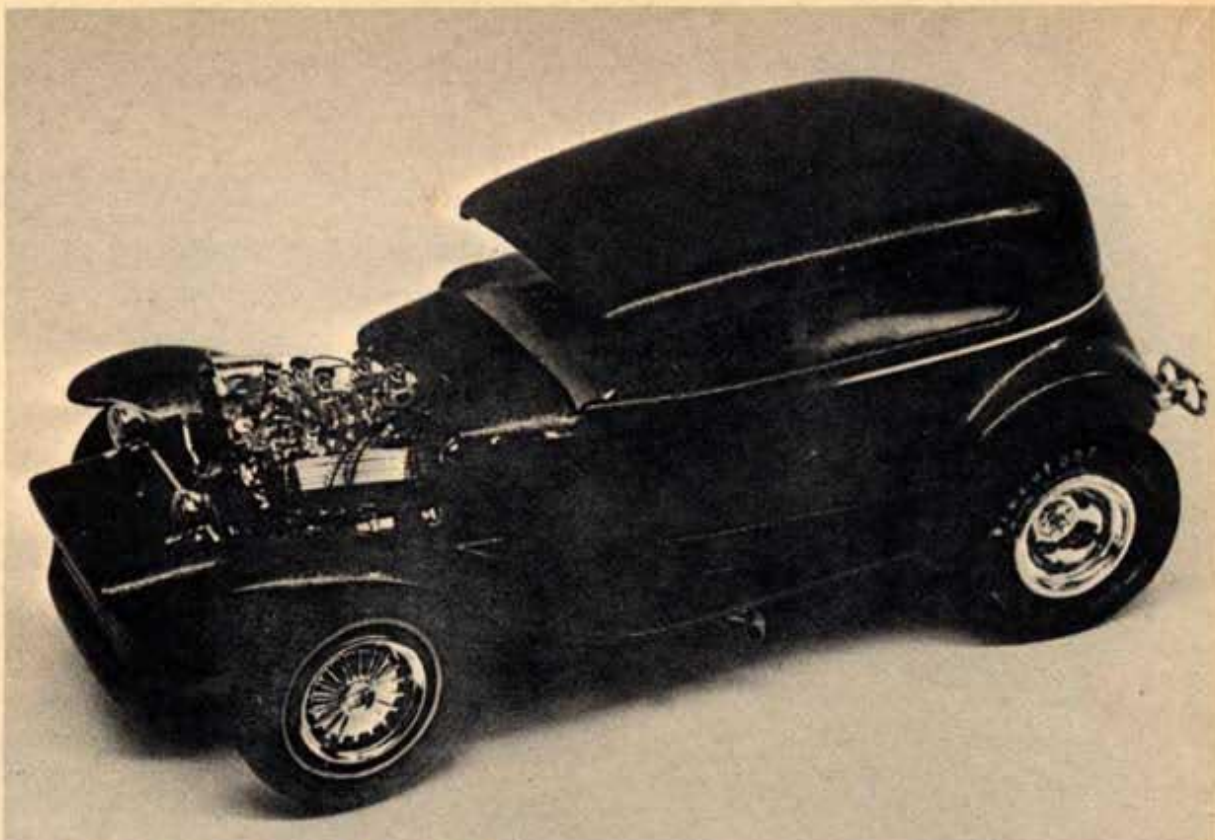
It's wild, but still a legal rig. The interior is more rail-job than Vette, except the steering assembly, while the exhaust came from a '65 Galaxie. For wrap-ups, the finish consists of uncountable coats of metalflake blue, with tan trim.

THE WINNAH . . . and competition-creamer that took this month's \$25 Savings Bond came from Wally Higby, of 2425 Brookridge Ave., Golden Valley, Minn. Itchin' for the asphalt, this Drag-Vette goes with a fuel-injected, supercharged, blown 396 Chevy bomb mounted mid-way into the interior.

Shel Cousins, of Toledo, Ohio, has just got to be the all-time-champ of the MCS Contest . . . and here's another of his wild cruisers, a kandy root-beer diamondflake '63 Ford Galaxie, powered by two Ford Daytona racing specials!

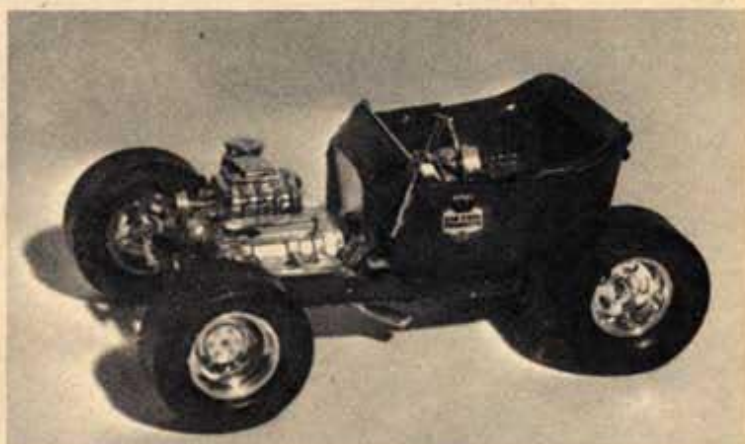


"Feed a tiger to your Cobra," says this AMT Metalflake Root-Beer finished sportster from Jim Seivers, of Lind, Wash. Basically stock, it sports a hand-formed front, a Chrysler mill with Garlit's drag goodies, and an interior padded with tiger tails

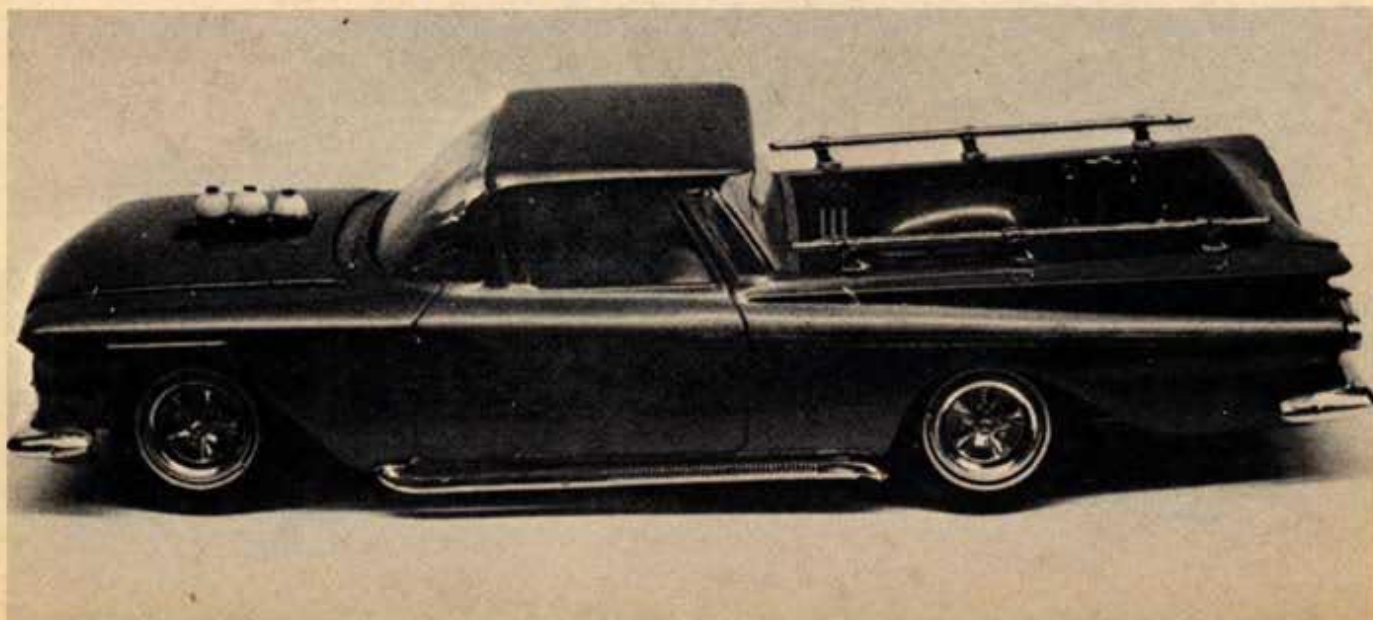


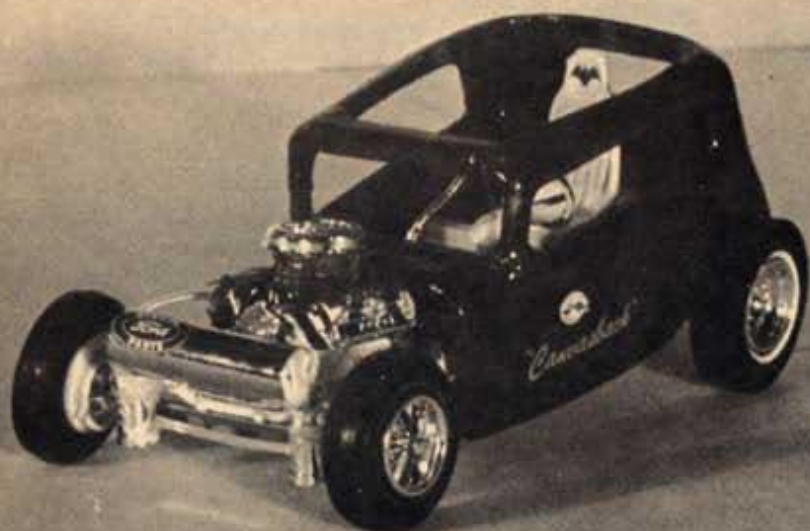
Section, chopped and channeled went the body of this b-e-a-u-t-i-f-u-l '32 Ford Vicky from June-Champ Chris Geiger. Other work included bobbled fenders, cantilever roof line and a balsa-built grille housing.

Looks like the poor Tweetie Pie's being attacked by four mean, massive slicks . . . Man! that's traction, and it comes from Jim Shepperd, of Coeur d' Alene, Idaho. The power is Buick Wildcat, ala AMT.



Challenging the Cousins' record, here's Chris Geiger again, with his '59 El Camino (dechromed, lowered, and mildly custom). Pickup bed has been classed up with mahogany contact paper, and outfitted with a storeful of tools.

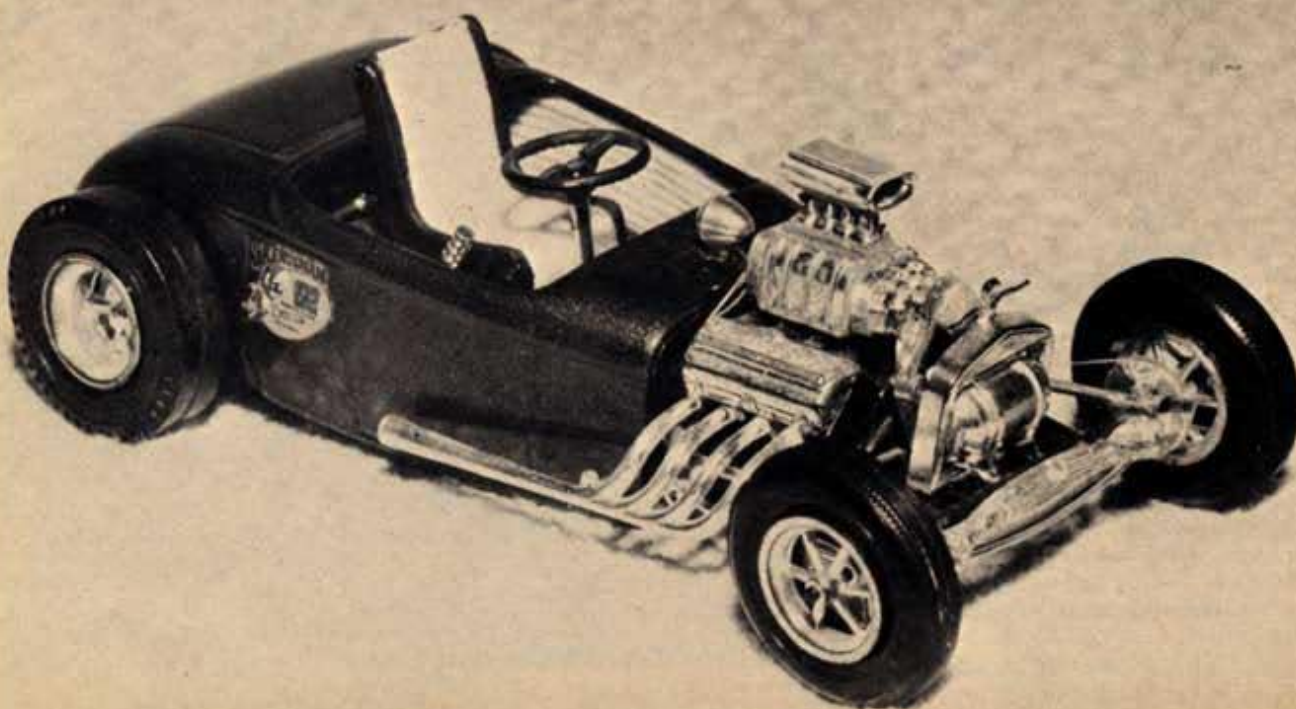




Bob Loyd, of Oconomowoc, Wis., combined an AlaKart frame and a '32 Ford Vicky body to fashion his "Canvasback" (it's got a roll-away top) streetster. Single bucket is from a '66 Cad, while the mill is a Dodge (F.I.). Finish is navy blue, with a cover of clear nail polish . . . and why not?



Here's still more wheels for the rubber-burners . . . based on a '32 Roadster, it's from Dick Stroms, of Wellington, Kan. The power is Chrysler, natch, while the finish is a hairy metalflake turquoise, with wood grain contact trim.



Coupe d' Chaparral

At the Daytona Continental 24-hour go-round, worshipers of the great White Chaparral saw a new, sleeker version of the famous road runner. It was the Chaparral 2D Coupe, a real comer that's out to set some records.

By CHRIS CHAN

Building a scale model of the Chaparral Coupe, designated the 2-D, is actually only as hard as you want it to be. To make a completely accurate model you would have to do quite a lot of puttying and delicate work, because no previously made Chaparral body really comes too close to the new 2-D. Being that I wished to slot race my finished car, I omitted certain things such as the adjustable spoiler and screened rear tail.

The conversion can be made easily in either of the two popular scales. I used a Revell Chaparral for the 1/32 version and a Cox was excellent for the 1/24 prototype; but Monogram, K&B, and Strombecker all have suitable Chaparrals that should work just as well. A word of advice: don't try this with a clear shell, it won't work!

Check that parts list for the scale you want and get all the pieces together. Taking the Ferrari, use a sharp X-acto knife to remove the top. Work slowly and carefully, and cut just below the window lines. After completely removing the top, cut exactly half way up the back of the side window and then cut back from there at a 90° angle (see illustration). Mask off the window areas for painting by laying masking tape over most of the coupe and then using your

trusty X-acto to trim off the excess. Now prepare the body for painting and spray both of them with a glossy white or white pearl.

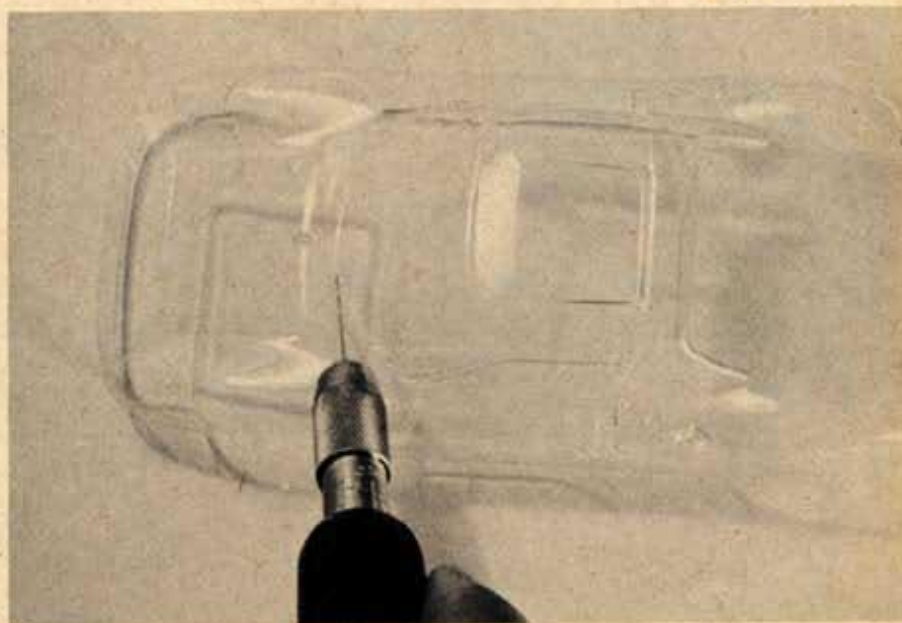
Fastening of the coupe to the body is best done with DuPont Duco cement, which has enough acetone in it to bond to the clear plastic of the top. Now to dress up the car, tape off the door lines and outline the windows with some

1/64th inch Pro-stripe. The car ran number 65 in its debut at Daytona, along with Firestone, Prestolite, Shell, and Cox (which were mysteriously left out of Revell's decal sheet).

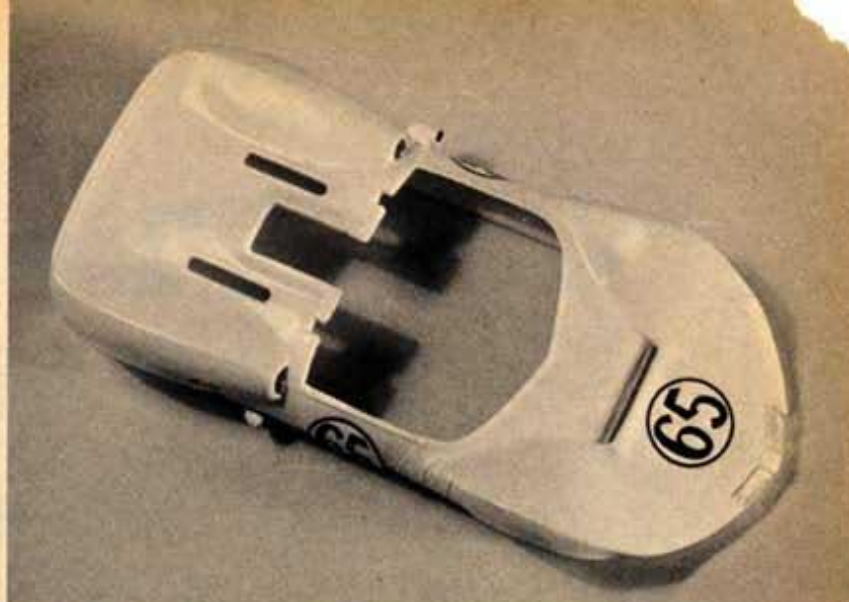
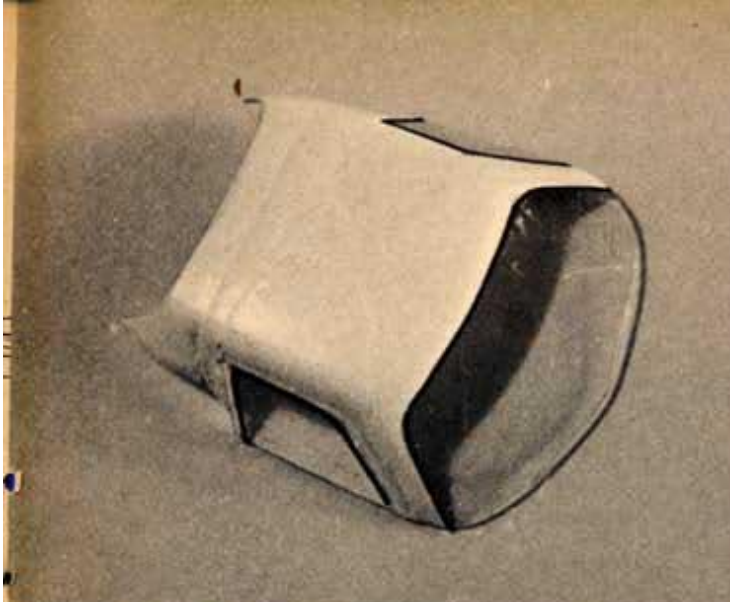
The finished car is a real attraction getter out on the raceways, so all that is left to do is to beg the manufacturers not to make one. At least not yet, while I'm getting so much attention.



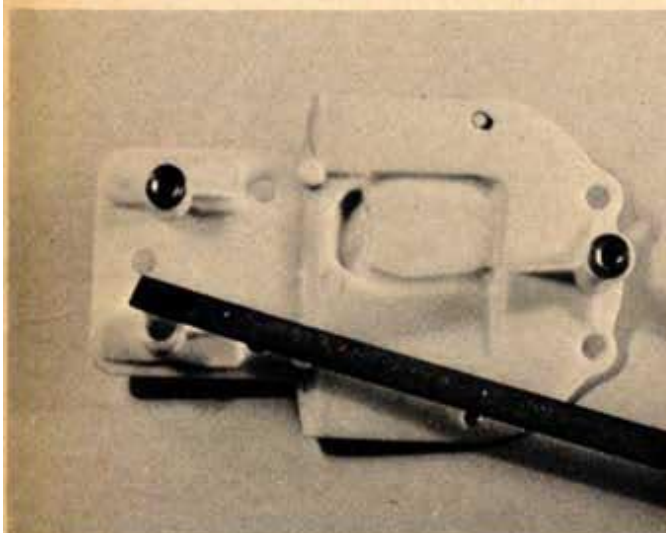
The most important part of your conversion is the clear plastic body. A buck and a half is a lot of money for just a coupe, but maybe Ferrari will bring out a new roadster.



Using a sharp X-acto #11 blade and both hands (I had to click the camera with one of mine), chop the top off of the clear plastic shell.



Give both the top and the body a couple of coats of Big Daddy's White Pearl, let dry, and slap on a few decals. Shown are a Revell body and an Auto Hobbies Ferrari top.

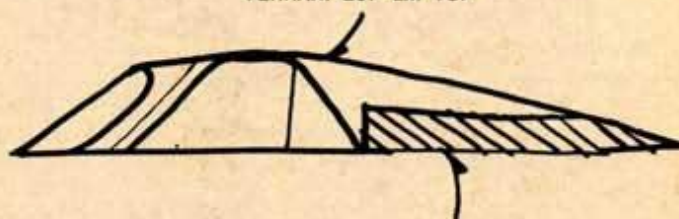


The posts on my Revell Chaparral got hacked a little shorter to give the coupe that new, sleeker, lower look.

There she is, low and light, ready to give those Fords and Ferraris the race of their lives . . . distinctively different Chaparral after just a few hours work.

HOW TO CUT THE TOP TO FIT

FERRARI 257 LM TOP



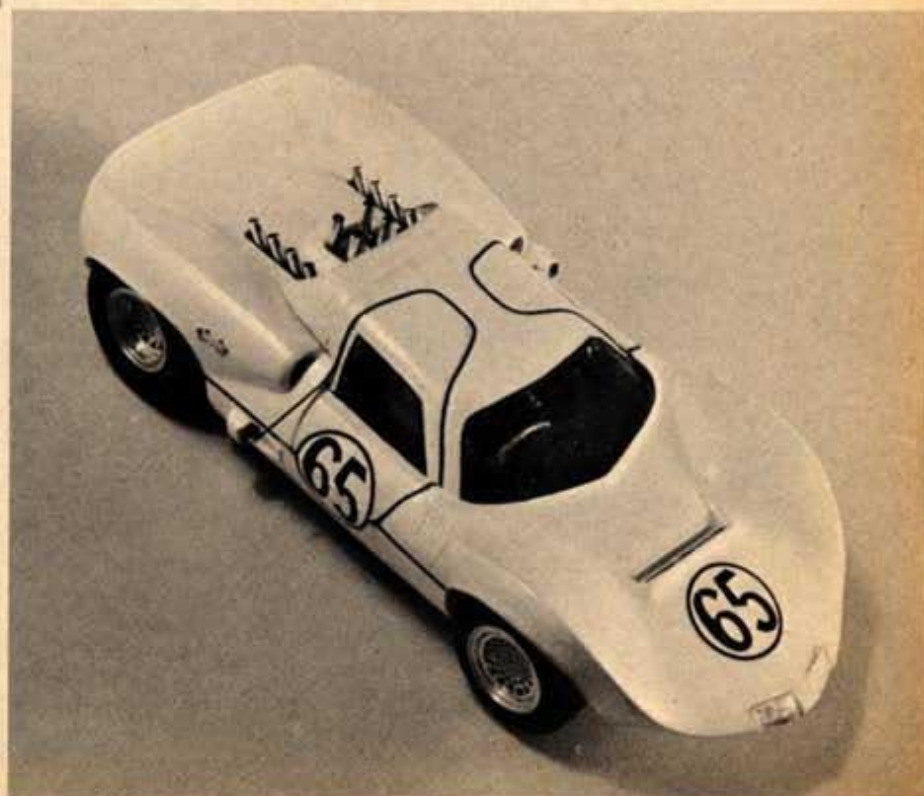
CUT OFF TO FIT CHAPARRAL BODY

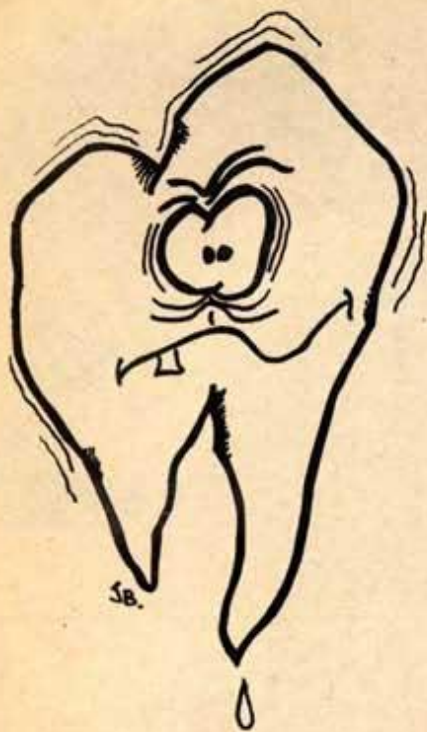
Parts List for 1:32 Coupe

- 1 Revell or K & B Chaparral kit
- 1 Auto Hobbies Ferrari 275 LM clear body
- 1 pair of Monogram rear wide tires
- 1 pair of Monogram front tires
- Can of favorite spray (White)
- 1/64th inch Pro-stripe tape

Parts List for 1:24 Coupe

- 1 Cox Chaparral kit
- 1 Lancer Ferrari 275 LM clear body
- White spray paint
- 1/64th inch Pro-stripe trim tape





The Frantic Fang!

Here's one car that's got a real personality problem . . . Is it supposed to be a drag-type asphalt-eater, or a trophy-taker from the show scene??

By Bob Paeth

Do all dragsters have to look alike? Some show-car fanatics like to think so, but they're out of it. It all just depends on what class you want to run in; stick within the legal limits, and you can still go custom. Just how wild? Well, cast your doubting orbs upon the "Frantic Fang!" which was based on Revell's '57 Chevy. Not only does it sport a certain distinctive difference, but, with maybe a little bending of the rules, should make it to the asphalt in the modified sedan class.

The "Fang" was designed in an effort to combine . . . successfully, we keep tell-

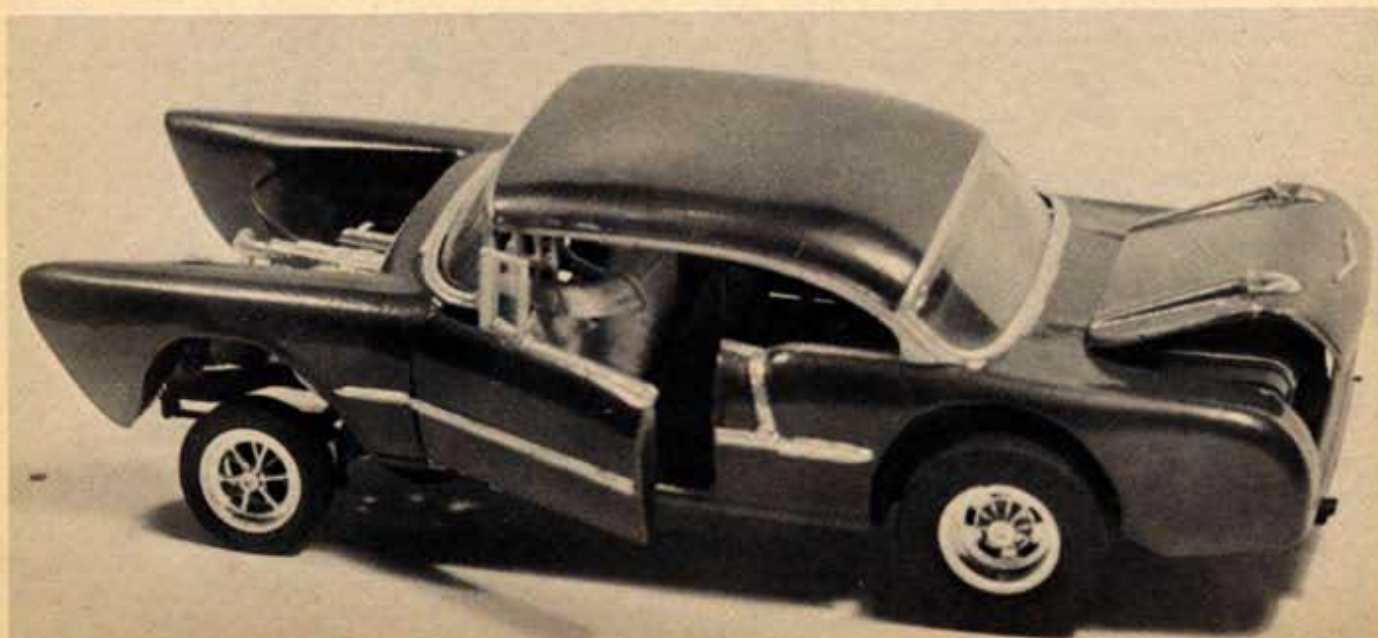
ing ourselves . . . something boss from both the show and speed worlds. And since it admits to a sort of split personality, we'll talk about it in two parts. First, there's the show-side.

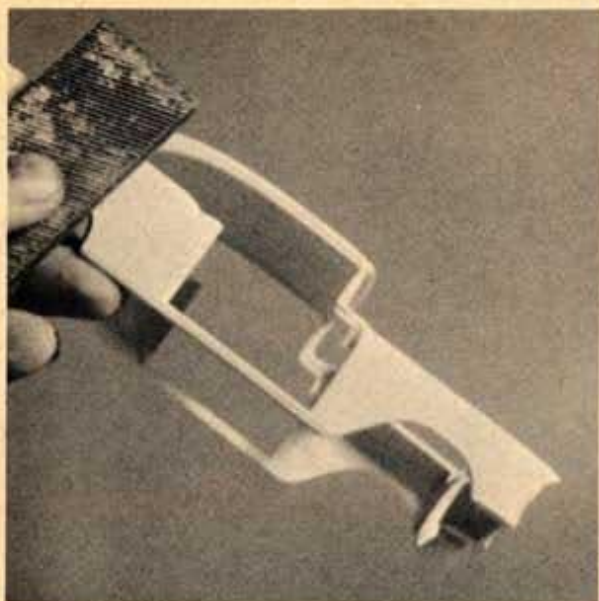
For openers, the body was sectioned a 'scale' six inches. Then, for the "Fang" effect, the engine compartment was opened and the hood moved to the rear end (with those 'windsplits' it makes a great trunk lid). The engine was left exposed, and the fenders and firewall were eventually finished to blend in with the body lines; first, however, the fenders were extended a 'scale' nine inches. Other random goodies that deserve some mention include: the side trim, lifted from

Revell's '55 Chevy; and a chrome push-bar, fashioned from the piece of chrome on the hood that normally serves as the top of the stock grille. Also, the stock seats were retained, but sectioned to match the new dimensions of the body.

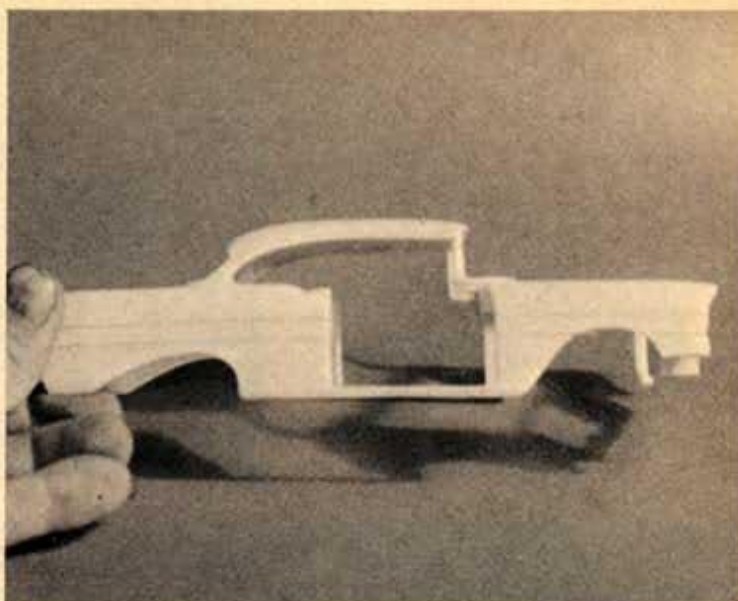
Competition-wise, the car is pretty well standard and sports a quick-change rear, traction bars, large slicks aft and Perelli-types up front. The engine is Revell's

1. Can a set of wheels that are strictly drag still go kinda custom? Why not! What you get is a car with a split personality, maybe . . . but it also shows a lot of class; at least, that's what we'd like to believe!

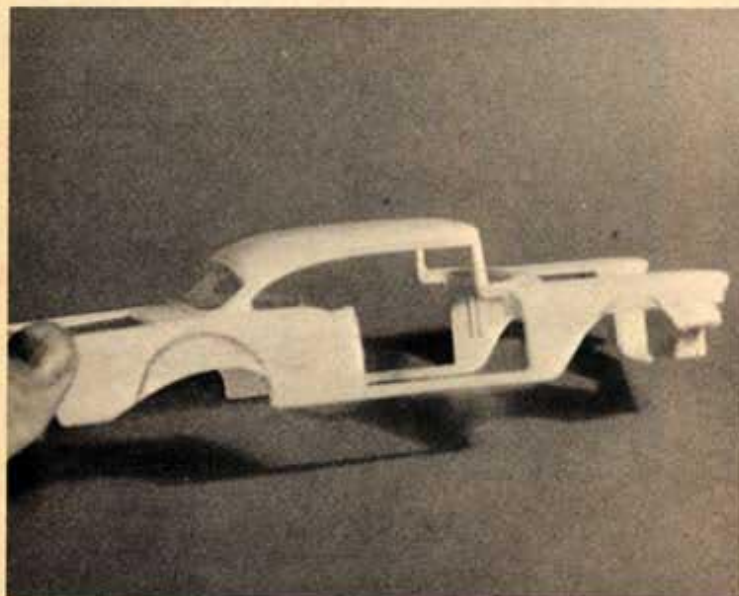




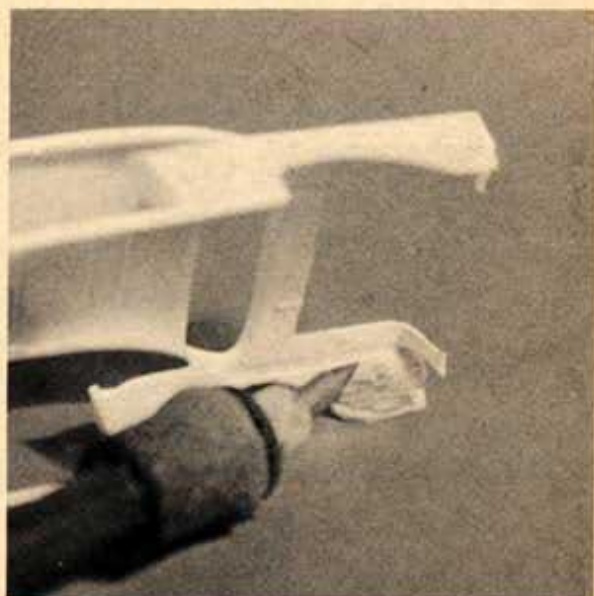
2. To build the "Fang," grab a Revell '57 Chevy Hardtop kit and clean up the sides, removing all trim and the fender flairs.



3. Section the body a 'scale' six inches . . . which translates something like 15/64th of an inch . . . by removing a strip of plastic all the way around.



4. The rear wheel wells will have to be radiused to fit the slicks you choose to use. For styling purposes, do the same to the front wells.

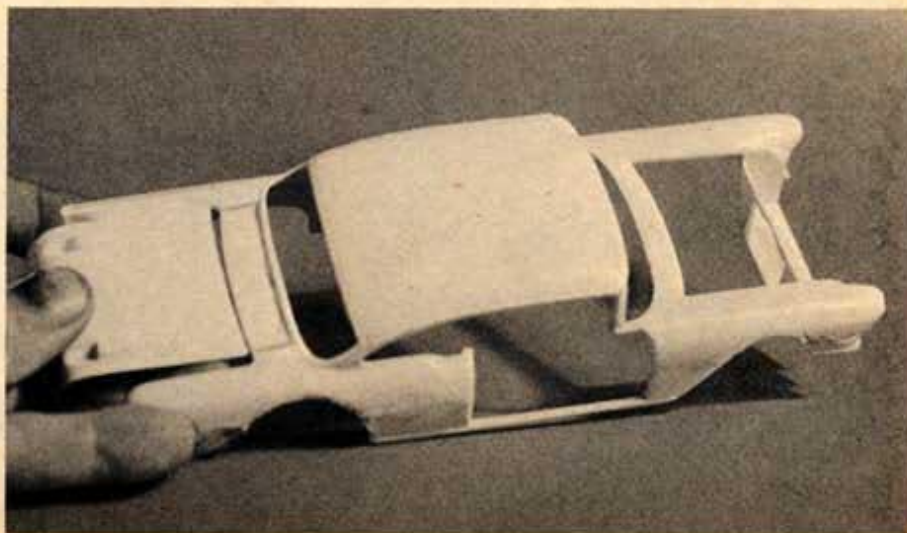


5. To give the rear fenders a bit more class, heat their inside walls slightly with an electric pencil and then roll the sides under.

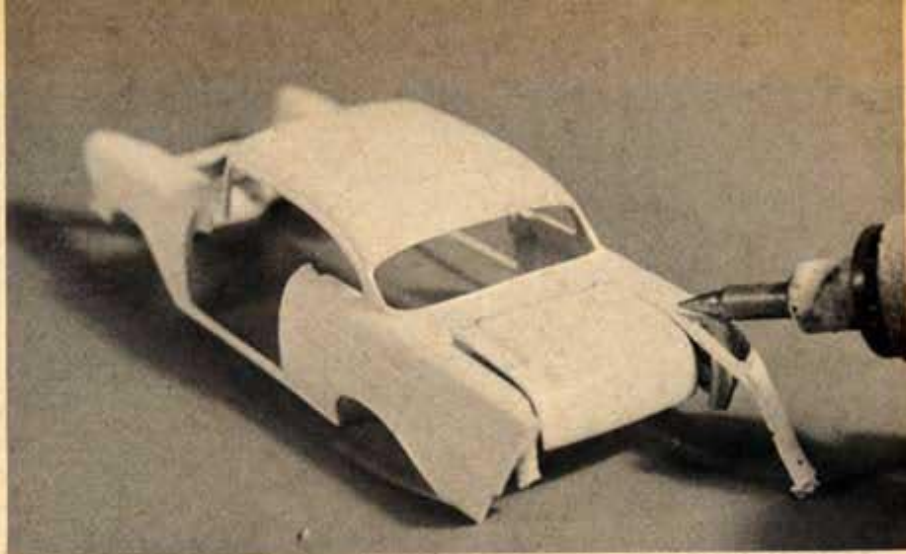
6. To fit the hood in place, first mark off the area below the window that'll have to go. Cut this out and then slip in the hood . . . eh, trunk.

Chevy V-8, with a front mounted blower; headers and dump tubes came from their '41 Willys kit.

The most unusual aspect of the "Fang" is its split radiator. You don't believe it! Well, what we did was to cut the stock radiator in two, placing a half in each fender, behind a bit of grille screen. In any case, it's functional enough for street use, and you don't really need it for the drags. Plus . . . we like it. Right!

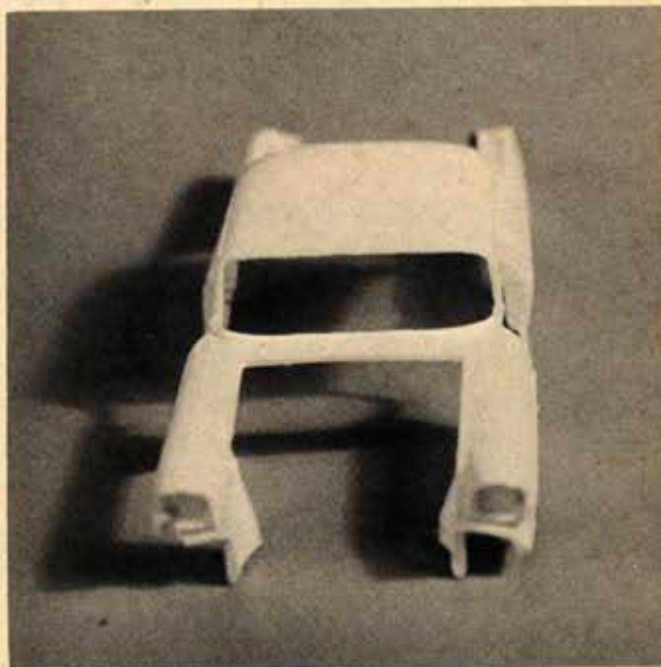
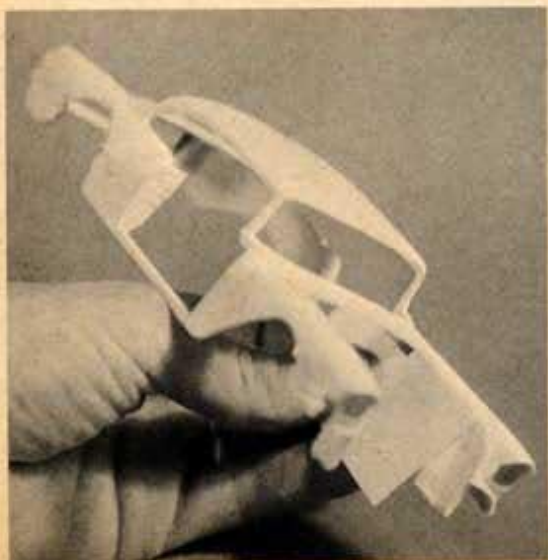


7. To open the new trunk, cut across it with Auto World's heated slicing gig. Fill in the gap along each side of the deck with putty or melted plastic (as shown here).



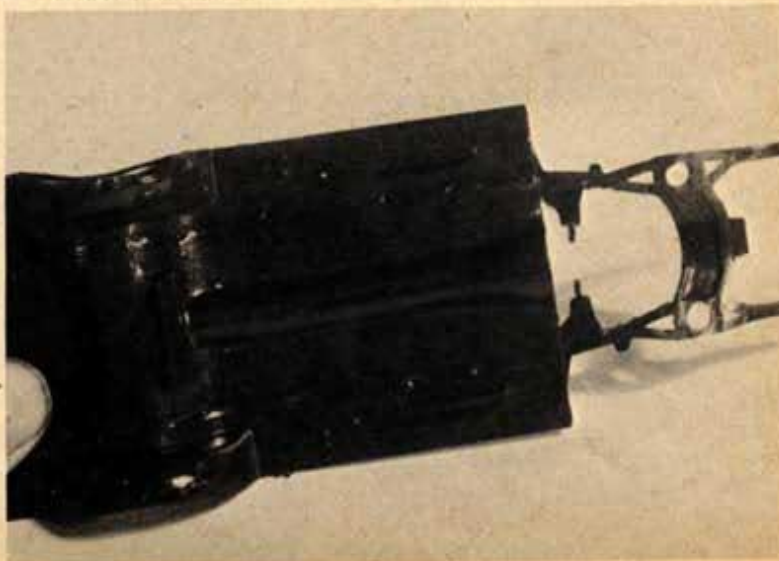
8. The rolled pan is made from a piece of a plastic tree-thingie; position the pan-to-be and blend it in with a heat-knife or putty.

10. Sheet styrene (available from both AHC and Auto World) is the best filler for rebuilding the engine compartment; start with a large piece and trim down.



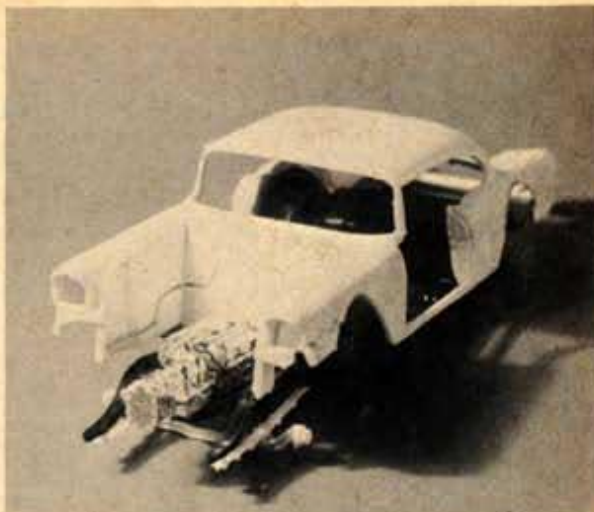
9. To prepare the engine area, all the plastic in the front must be cut away. Also, don't cement in the front fender wells . . . there'll be some more changes later.

11. The only major change to the frame is the removal of the top A-frames. Sand them off, so that the two holes generally match those shown here.

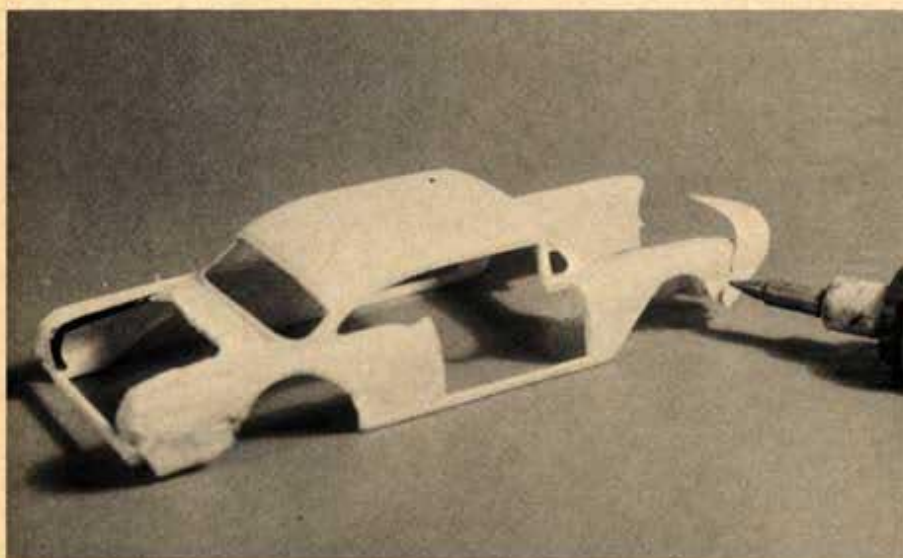




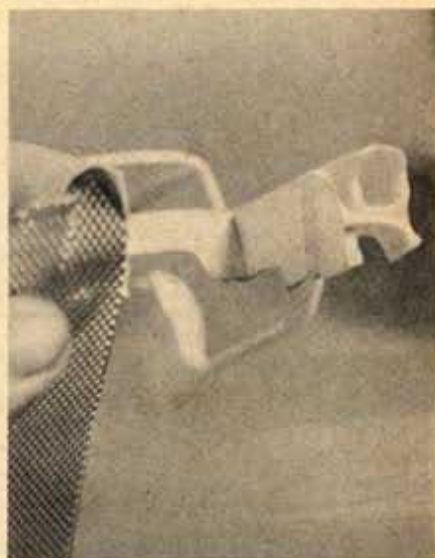
12. For a solid axle front end, with leaf springs, Revell's '56 Ford pickup was used; this stock axle gives the "Fang" front end a power-dump (raised).



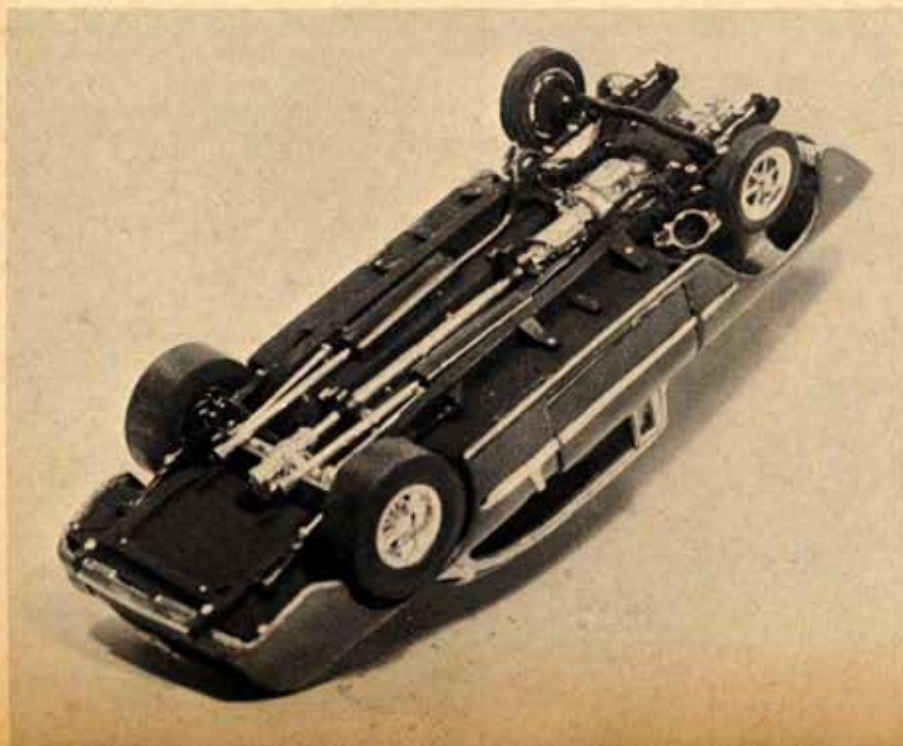
13. With the engine in place, position the body on the frame, and mark that portion of the firewall and fender area to be cut away. Use the trial and error method, trimming small amounts each time.



14. To extend the front fenders, simply add (as desired) a half-moon of sheet styrene to each. For a smooth joint, file the fenders down to the thickness of the styrene.



15. The stock radiator was cut in half, trimmed for fit, and cemented into the fenders. For grille screening, use any heavy wire mesh you'd like.



16. To keep the "Fang" legal for street use, you could save the headlights by fitting the radiators underneath them. And don't ignore the drive train detail . . . after all, that's a healthy slice of the car!

HOT HEADED HEMI

Look who's joining the slot scene lineup . . . Testor's, the great paint people, are set to out pace the pack with a powerful new Plymouth.

By CHRIS CHAN

What's new at the glue factory? Plenty pardner, if you dig the slot scene. Testor's, known for model paint, glue, Big Daddy Roth, and other various things, has a kit-style power package that'll raise plenty of eyebrows at the local raceway. For just nine bucks, their 426 Hemi Special comes as one of the sanoest slotsters ever.

The kit is supplied with a well-detailed clear body and two bottles of Testor's slot car paint, "TcL." I got out a razor knife and sliced out every vent in sight for a starter, then I decided to go the concourse winning full cockpit route. Just cement a piece of light cardboard to the chassis' mounting rails and plop in a Cox Chaparral driver in place and you've got it. Other dress up additions are a solder-blob rear view mirror, a 1/16th inch steel wire roll bar, and a

cardboard passenger seat. A realistic type paint job and some stripping tape finishes off the job.

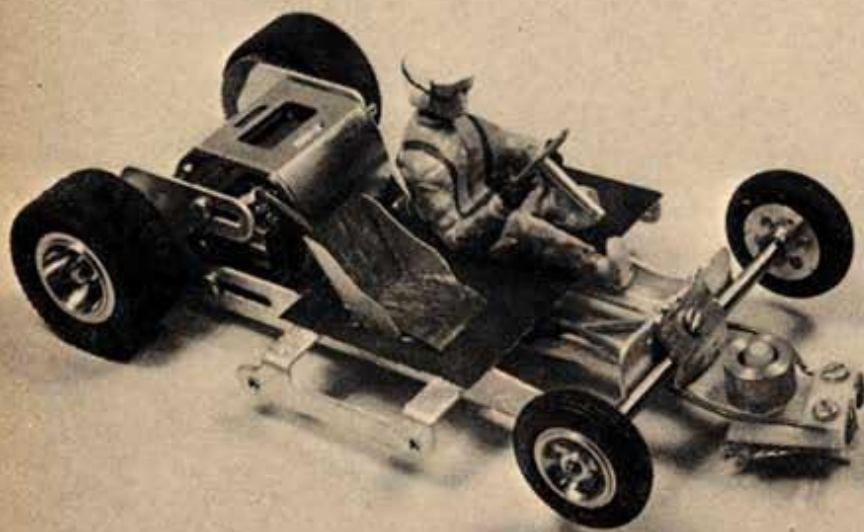
When Testors put together the running gear of their hot headed Hemi they really must have had quality on their minds, because here is where the competition is going to get left behind. Just a few of the many impressive features are: WelDun 64 pitch gears; super concentric and detailed wheels; glued and trued soft sponge tires on the rear; low friction hard front tires; independent front SUSPENSION; beautiful knock-offs; and a lightweight aluminum side-winder frame. Just in case you're still wondering, yes the price is NINE dollars. Add to that list the body, paint, a guide, and a healthy Mabuchi FT-36 D and just try to buy equipment like that!

Assembly is simple and easy, with all parts going together with no effort at all. Box-to-trackside time was only three hours, thanks to the fast-setting TcL. The motor sits solidly into the chassis, turning a bronze bearinged stainless steel axle. A weighted swing arm maintains constant contact with the track braid in the most adverse conditions.

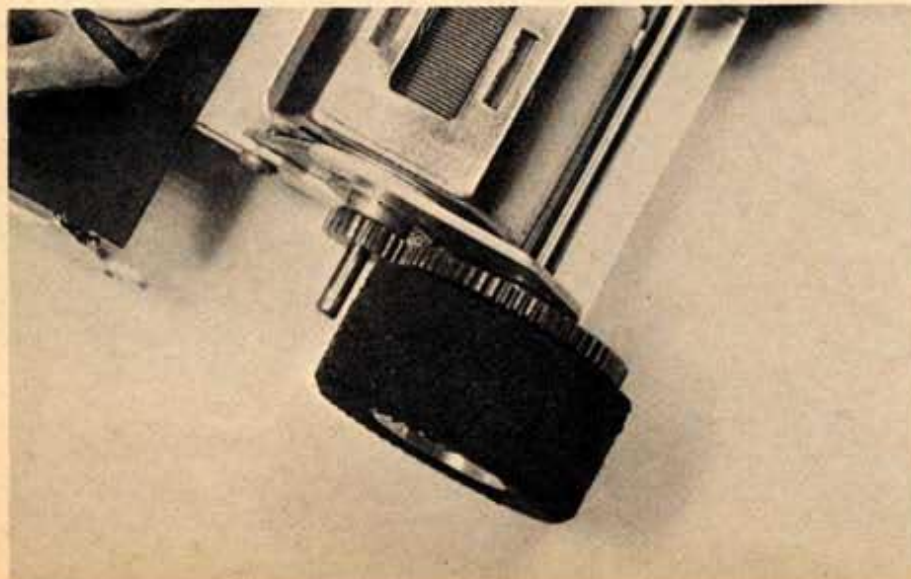
Performance was staggering to the opposition. Although I was in no mood to try and defend the L.A. championships with it, I found that it was up to racing standards of a good many cars and if somewhat raggedly driven it could psyche out the ready-to-run crowd in a breeze.

Testor's also is due to release an in-line Harrison Special for those that have a liking for that sort of thing. No WelDun gears here, but the performance was good anyway. You can find Testor's racing stripe wrapped around a hand controller, too.

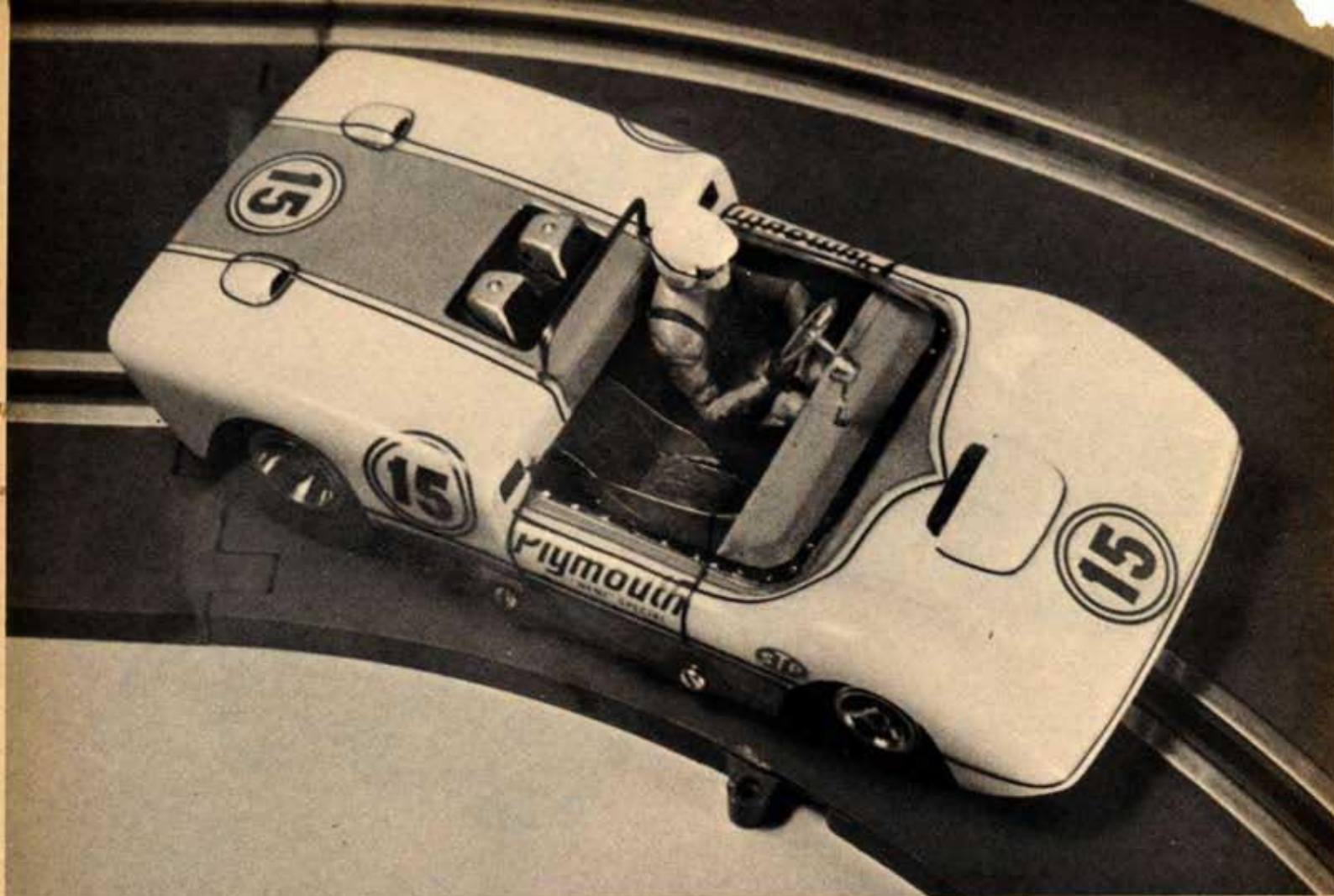
So, now that Testors is here, run down to the store and buy yourself a motorized monsoon and start pasting on those Manta Ray "kill" stickers.



Chassis construction completed, a Chaparral driver (one of my bravest) and a cardboard seat are epoxied to a piece of light cardboard fixed to the chassis frame rails.



That's right, you're gapping at a pair of professional-type WelDun 64 pitch sidewinder gears. Alone they retail for about two dollars a set!



With all the power and authority of its full size counterpart, the low lying Testor's Plymouth Special screams around the test track, at rare moments when you can see more than a blur.

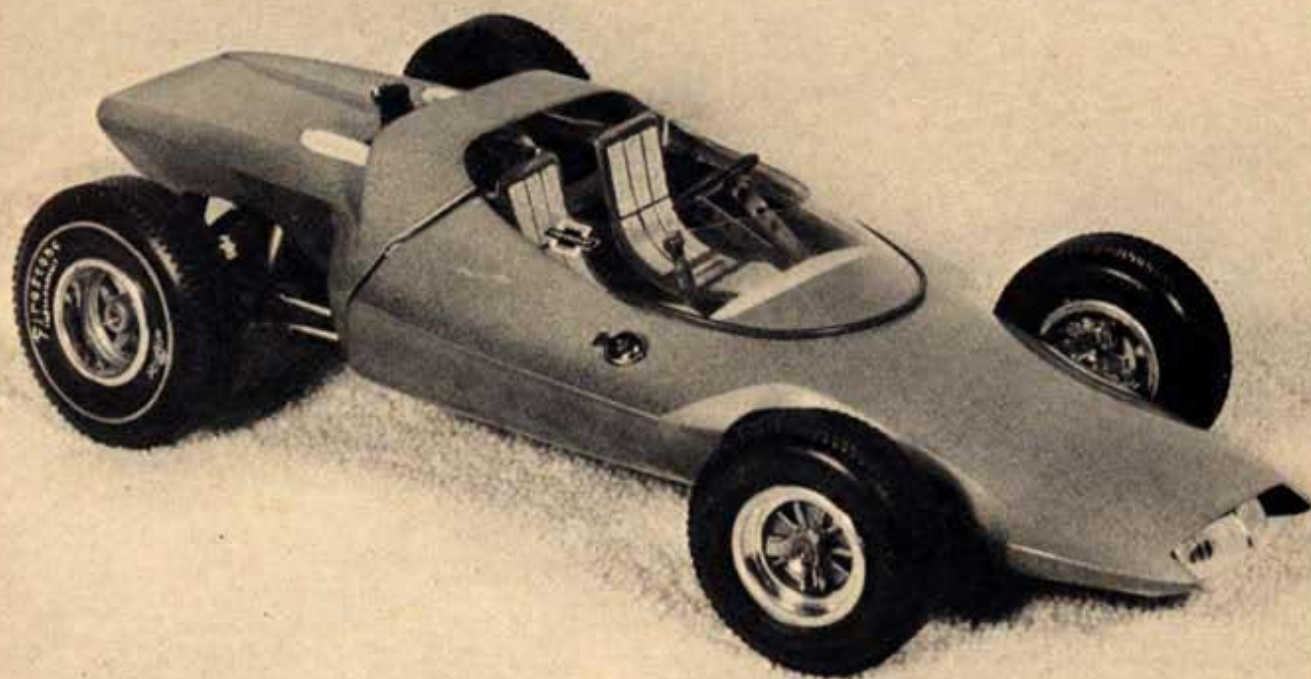


Testor's also features well detailed glued and trued spongies on attractive rims. Classy looking knock-offs are standard equipment with this beauty.



Fast setting TcL lacquer provided with the kit gives a hard impervious coating to the body. Just copy the design on the box, or make up your own.

BUILD TO WIN



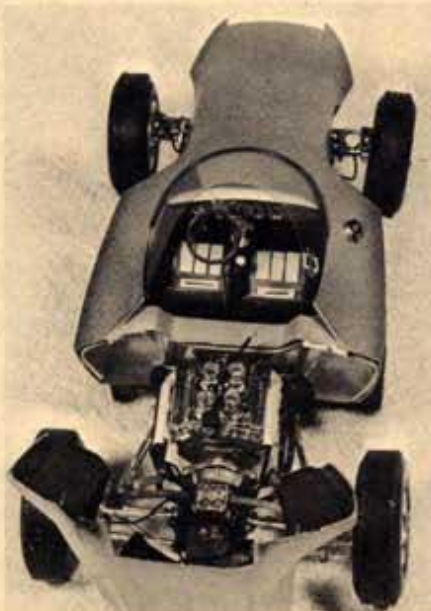
This futuristic custom sportster should prove to be just about the biggest earning model car of the year . . . for its builder, Leon Korejwo, of Reading, Pa., it took home a '66 Buick, as title-taker of the Revell-Testor Contest.

By SY GREGORICH

Is there a real secret to winning a big money contest . . . especially one as competitive as this year's Revell-Testor Championships? With some considerable experience (blush) in the custom competition business (our company, **Promotions, Inc.**, directs a full line-up of the major annual shows), I think I can chance an answer. Odds are, however, that an awful lot of model builders will groan and moan when I struggle to put it into a few words.

To come out on top of the opposition, a customizer . . . whether of full-size machines or static-shelfers . . . has got to show the judges the following qualities: a.) *Imagination*; b.) *Craftsmanship*; c.) *Appreciation for detail*; and d.) *A certain, hard-to-define, instinct for out-guessing the trend.*

For a specific example of the type of guy and car that I'm talking about, meet Lee Korejwo and his scratch-built, brass-bodied, and very-boss sportster. Together they took the '66 Revell-Testor title, against an opposing field of over 3500



You can tell it's packed with the look of a car built to win . . . summed up in the word 'CLASS' . . . from its hand-formed brass body, to its perfectly fashioned (and operable!) drive line, engine and suspension.

other finalists from both the U.S. and Canada.

The car was almost unbelievable, one of the finest that I've ever seen. For three months, Lee carefully shaped the body panels from thin brass sheeting, with the skill of an accomplished metal-smith. For the chassis, he developed an Indy-type design with brass tubing. And then to really gas the detail-purists, he added an operating drive line, complete working independent suspension fore and aft, and . . . naturally . . . a fully wired and lined engine. For wrap-ups, he finished it all with a lime-gold kandy paint job that, over the glass-like metallic surface, was really clean and beautiful.

However, and this may really tear up some beginning-builders, Lee's car was by no means an easy winner. It took three days of debating and rejudging to finally decide the issue. Stiffest competition came from an all-aluminum-bodied GT-type machine created by Tony Camarca (MCS, May, '66), of Oak Park, Mich.

The fact that both front-running cars were scratch-built, may leave you with

What kind of model building effort does it take to top a contest the likes of the annual Revell-Testor Championships . . . here's the inside story from an expert who helped pick the winner.

Gather 'round, "Fender Benders," here's the top man to beat. Lee Korejwo (center) receives a hearty congrats and the big prize from Bill Henschen (left), Revell, and Bob Conkling (right), from Testors.



high degree of neatness; with all joints and braces worked smooth; with the mill fully wired (correctly!) without "Irish Pennants" (loose, drooping lines) or crusty flakes of glue; and if the project is topped off with a flawless finish . . . then, smile fella, 'cause you've got a winner.

Over 3500 master modelers made a mad dash for the top title in this year's Revell-Testor custom building blitz. It was the team of judges, however, that took the worst beating . . . after months on the road, it took 24 hours of balloting to finally pick a winner.



a certain impression . . . namely, that it's pretty difficult to win with a car that's strictly stock and right out of a kit. And, off hand, I'd say you're probably right. After all, no judge expects the manufacturer to do the majority of the work. Where would the challenge be in that?

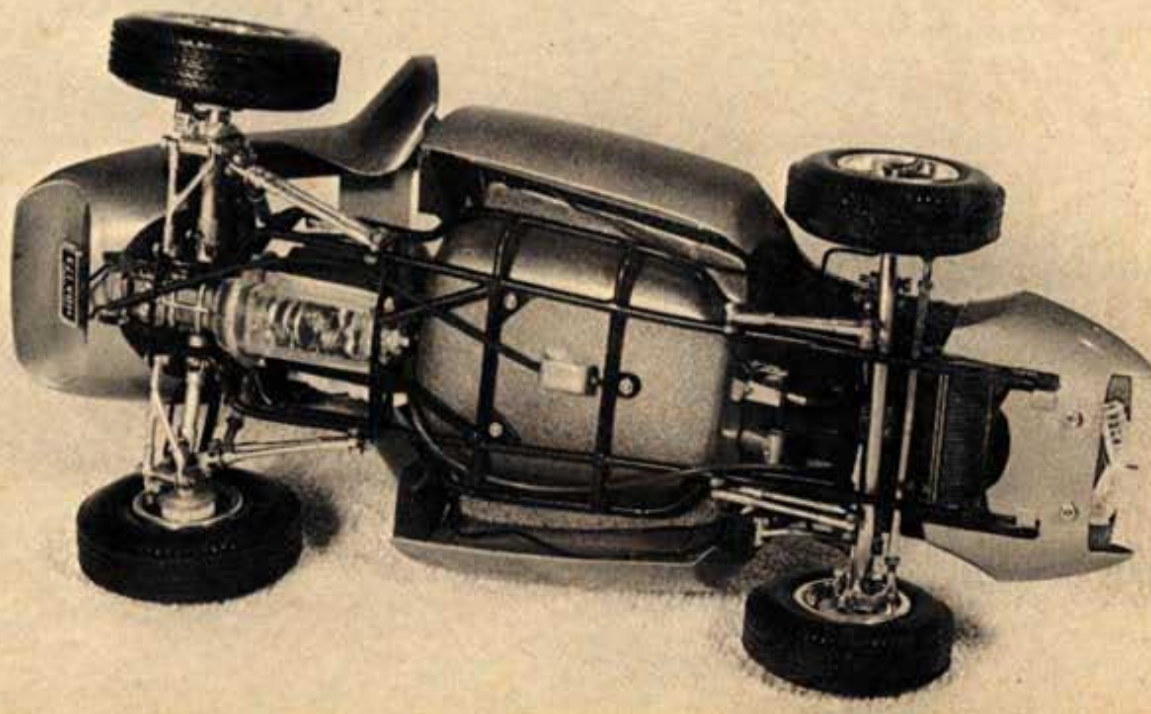
Secondly, scratch-building goes hand-in-hand with the creating of an original design. And your car has to be original and different if it's going to stand out and be "second-glanced" by a team of judges, who have to view literally thousands of could-be winners.

And then there comes another problem; not only must the car be novel and

imaginative in design, but it must also be realistic . . . sporting the major integral components of an automobile. In fact, the more detail, the better are the chances of being remembered; because, the more working goodies there are to examine and marvel at, the longer the judges will look at and talk about the model.

Finally, if your car . . . like Lee Korejwo's . . . is put together with a

The work of a dedicated craftsman, it's finely done up underneath with a chassis formed from brass tubing. The wrap-around finish is a clean and cool kandy lime gold.





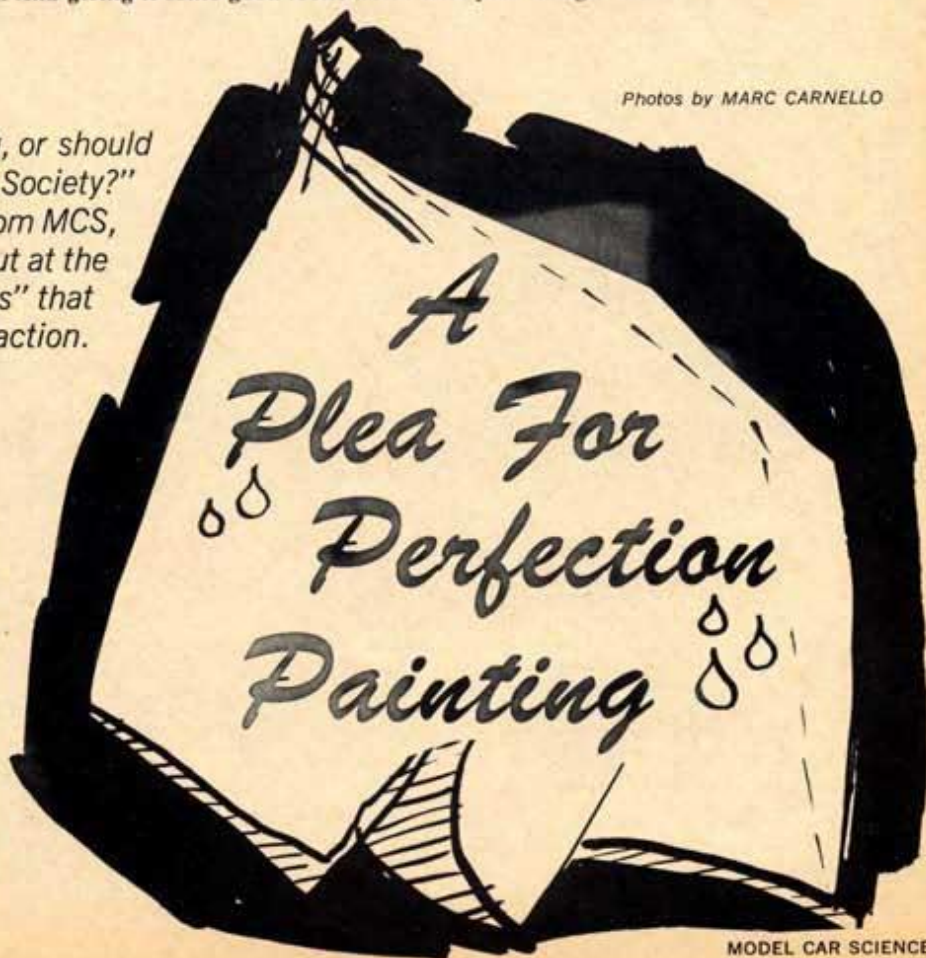
Contrary to general opinion, a neat paint job and scale appearance will not slow a good car down. And giving it some good looks won't blitz your budget either.

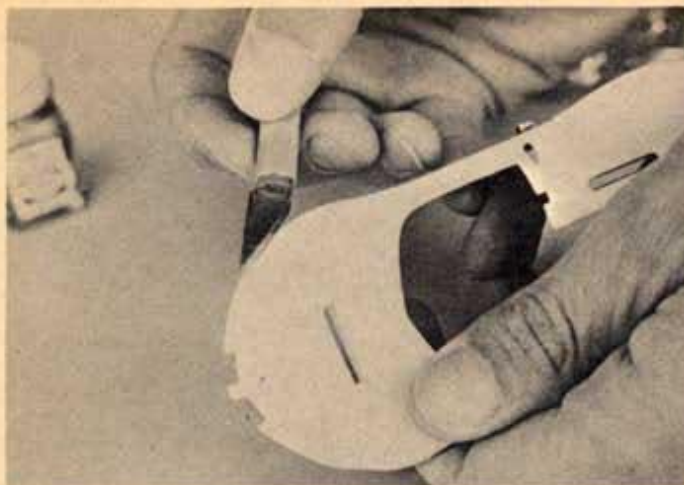
Photos by MARC CARNELLO

"Is that a car you're running, or should I maybe go call the Humane Society?" says the angry Paint Puddler from MCS, as he strikes out at the growing number of "uglies" that are souring the track action.

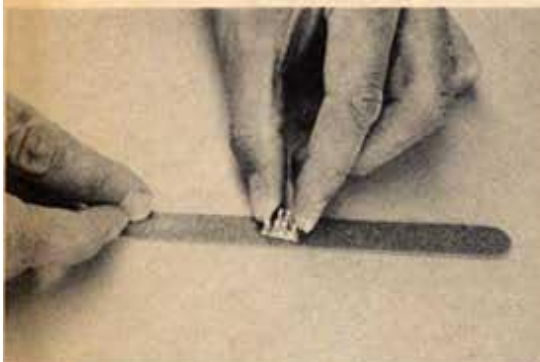
By DICK HELM

Do you want to see a truly revolting sight? Then stroll into a commercial center some evening when all the self-styled Fangios are circulating around the track with their unsanitary dune buggies! When you've seen one of these "cars", you've seen them all, believe me! The decals (if there are any) are stuck on haphazardly, usually with nifty little air bubbles here and there; the tires jut out of their warped wheel wells until they take on the appearance of a Roman chariot; and the driver (if there is one) sits there in his scurvy





When working with a hard plastic body, the first step toward perfection finish is to gently scrape away the parting lines; if there are any low spots, fill with body putty, then shape with a fingernail emery board. Finish with #400 sandpaper.



Chromed accessories often require special handling, or they'll look cheap and "plastic." Wire wheels, for example, look better if repainted with silver enamel; also, remove chrome from parts to be glued.

If a body shell is perfect, then paint; but if it needed putty, then primer first. In any case, wash it beforehand in warm water, scour gently with kitchen cleanser, and wash again.



While detailing possibilities are often better with a hard plastic body, than with a clear type, so are the chances for a bung-up job. Plan on taking your time, and use a good #00 brush (with bristles trimmed or twisted to fine point).



If you're a clear body fan (and why not?) first check to see if it needs trimming; then swab it lightly (except the windows) with steel wool and rinse in warm water.

cockpit, unpainted and unloved. It's enough to bring tears to your eyes!

For some reason, the people who build these monstrosities seem to think that a neat paint job and a scale appearance will slow the car down! Nothing, I honestly promise, could be further from the truth! A good paint job

weighs no more than a poor paint job (honest!). A completely detailed car will also give your thumb a bit more muscle in the confidence department; and in racing, as in any other competitive sport, confidence is the magic something that makes for hanging in there.

You really don't need much in the way of equipment, to do a first class paint job, it's quality, not quantity that counts! So, first of all, don't waste your time and money on cheap paint brushes. Buy good quality artists' brushes. One #00 or #000 brush will do the fine detail work nicely, and

should last a long time if you care for it properly.

Buy a few sheets of the finest sandpaper you can get, #400 or finer. For plastic bodies, you really don't need anything coarser than #400. Most bodies are now made so well that only a fine parting line must be removed before painting, so buying coarse sandpaper is a waste of money.

A sharp hobby knife should be used to scrape any burrs from the wheel wells, or to remove parting lines, prior to finish sanding. A few bottles of enamel, and a can or two of quality spray paint, and you're in business.

Scotch tape works fine as masking tape, and every household has some lying around.

A better choice than Scotch tape, however, is Scotch Brand masking tape . . . the type with adhesive on *both* sides. This is readily available in most paint stores. It sticks to the body very well, yet peels off without removing the paint beneath it.

Up until recently, nothing could beat an injection moulded (hard plastic) body as far as detail possibilities were concerned. However, today there are a number (actually, a veritable fleet) of outstanding clear plastic bodies on the market. Even "blobby" type clear models have started to sell pretty well (mainly because they're lightweight and cheap).

The painting process for a clear plas-

SPECIAL INSTRUCTIONS FOR SPRAY PAINTERS

Before spraying, warm the paint can thoroughly in a pan of warm water. Shake it occasionally to assure that the paint gets warmed evenly. Hold the can approximately 9-12" from the body. Point it about 3" in front of the body and push down on the nozzle. Make an even-speed pass across and **past** the body. Then, without hesitating, move the can back across the body shell again, going completely **past** it. Continue these steady sweeps until the entire shell is covered. **Never** hold the can stationary over one spot. The paint will puddle immediately. To keep the shell dust-free while drying, place a cardboard box over the body. Hold the box off the floor with small wood blocks, to allow air to get in and assist drying.

tic body (both beauty and blob) is completely different from that used on hard plastic. First of all, the paint is applied on the inside (which shouldn't come as much of a shock to most of you). Also, since this type of a body

tends to flex quite a bit, it requires a special paint. The Ulrich Company was an early leader in this field and still has one of the best line of colors available. Others now include Testor and Pactra.

Many clear plastic body kits really should be trimmed by hand before painting. However, some of the better companies are nice enough to do this for you. Next, the shell should be thoroughly washed in lukewarm water and mild detergent, then rinsed and dried. Decals, which look better and wear longer when applied on the *inside*, are added next, after having been trimmed to remove the excess "lip." Detail goes on next, such as door handles, hinges, and other chrome trim; use a #00 or #000 brush and enamels on the inside of the body. If you want to install stripes, etc., now is the time to do it.

When you've finished with the detailing, carefully paint the inside of the shell. The paint can be brushed on by hand, yet still look perfectly smooth on the outside . . . without brush marks (which is one of the true joys of working with a C.P. body). Paint around the decals, however, as some of them have a tendency to "lift" when paint is applied over them.

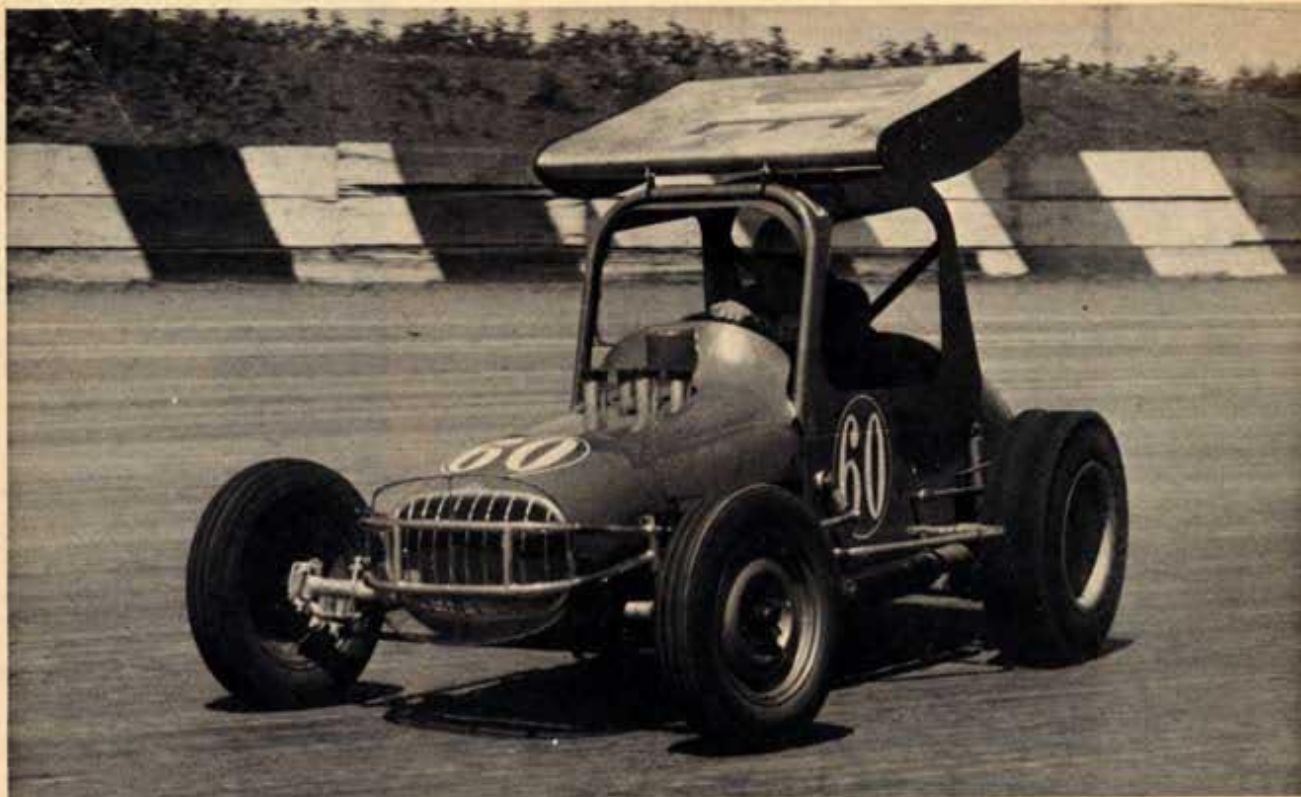
So how about it people; use the body of your choice, but please stop fooling with those horrendous looking abominations . . . put something on the track that you can be proud of! It's easy.



When finished with the detail, brush on a medium-to-thin coat of paint over the rest of the body area; work around the decals, as some tend to buckle under enamel.



As for decals, they should be neatly trimmed and applied on the inside of a clear body . . . won't chip or dull that way; for detail trim use a #00 or #000 brush and bottle enamel.



Have you seen the "Dust Makers" in action? They're a ball, and we're going to build one — in 1/24 scale!

Dust Maker!

**This red hot, crash-n-boom machine is no concourse-chaser,
but it'll give you all the action you can handle**

Tired of Lola T-70's, Chaparrals, Ferraris, and all of those other "foreign" jobbers? Then try your hand at building this Southern California Sportsman coupe! It'll gas ya man!

The dirt track Dust Makers are an American invention, pure and simple. Where else could a hotrod combine with a sportscar, and end up as a charming little beastie like the one you see here, except in the good ol' U.S.A.?

This jewel is not exactly a "cheapie" to build, let me warn you, but it's a going machine, and you'll have a riot running it!

The accompanying parts list is what I used; but naturally, many of the items can be substituted with your favorite components.

By DALLAS CAIN

Begin by bolting the Kemtron front frame members to the Pittman motor. Slip the front axle tube in place. Then, measure the distance from the axle tube on the left side of the frame, to the left side of the bolt that holds the frame to the motor. It should be exactly the same distance as the right side. If it is, tighten the bolts down. Now you can center the front axle tube, and solder it in place.

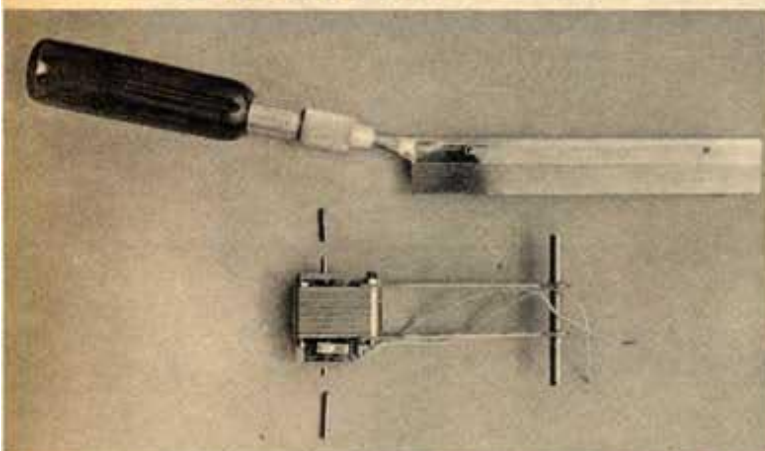
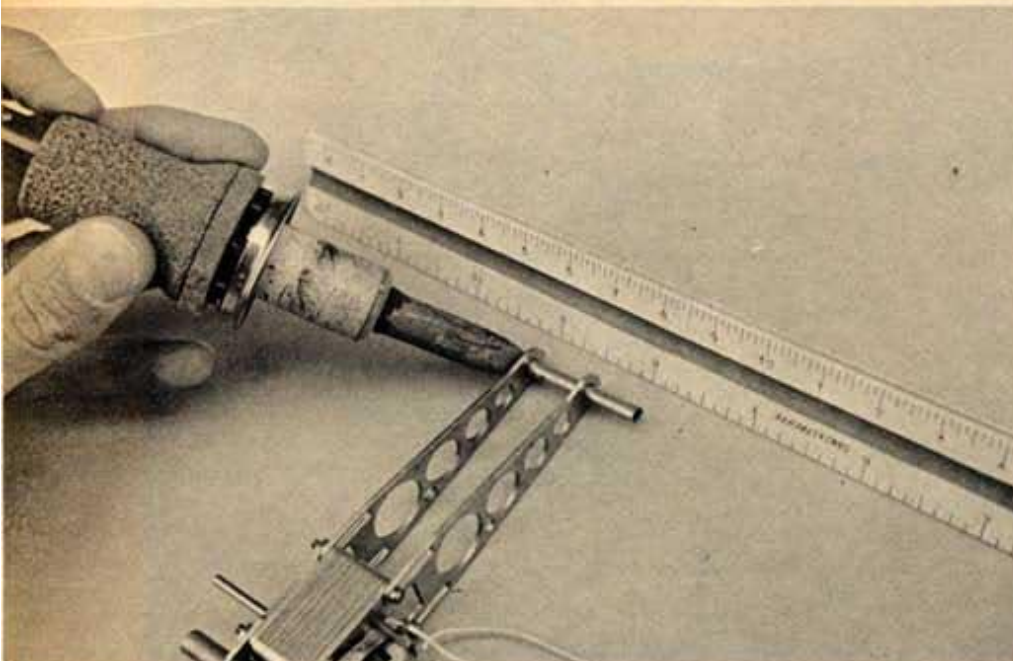
The instruction sheet that comes with the Kemtron frame, recommends that you find the rear wheelbase desired, then cut the rear axle tube to fit. I preferred to merely center the tube in the rear axle carriers, and solder them in place, then cut the tube off flush with the left

and right hand sides of the axle carriers. The reason for this is simple — it is easier to change the tread distance by using spacers, than to cut a piece off a length of tubing, every time I want to use a different body.

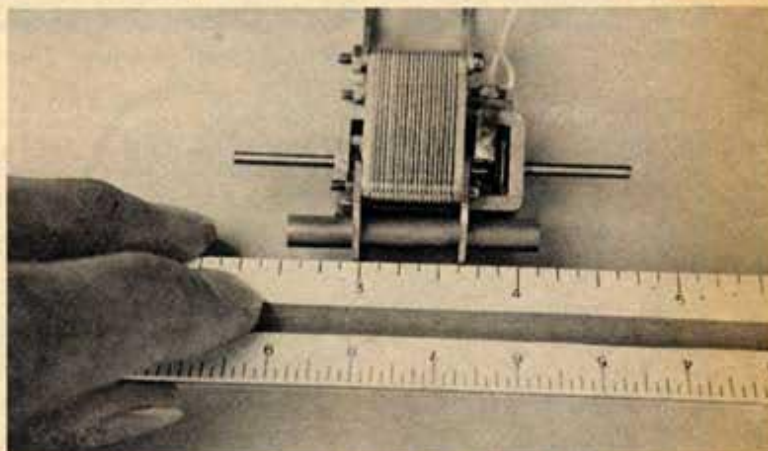
Slip the Cox spur gear in place, and the Champion pinion. Line them up properly, then adjust the gear clearance by loosening the rear axle carrier mounting screws and moving the spur gear away from the pinion. When you have the right clearance, tighten the screws.

Slip the rear axle spacers in place. These are cut from 1/8" inside diameter brass tubing. The left spacer (looking toward the front of the car) is 1/2" long, the right hand spacer, 3/4". Mount the Champion wheels on the axle, and

Mount the front frame, center the axle tube, and solder. The distance between the left end of the armature shaft & the left side of the axle tube, must be the same as shown on the right side.



Cut the armature shafts off, leaving room for the pinion on the left side (looking toward the front). De-burr the shaft with a file.



Mount the rear frame, center the axle tube, and mark with a pen. Remove the assembly and solder. Do not solder while attached to the motor! Heat can ruin the armature!

you're just about in business.

Slip the front axle in place, thread on the jamnuts and wheels, and mount the tires.

Cut the drop pick-up parts and mount them on a piece of wood, securing them with nails. This temporary "jig" will allow you to solder them easily, with no chance of mis-alignment. Mount the pickup as shown in the photos.

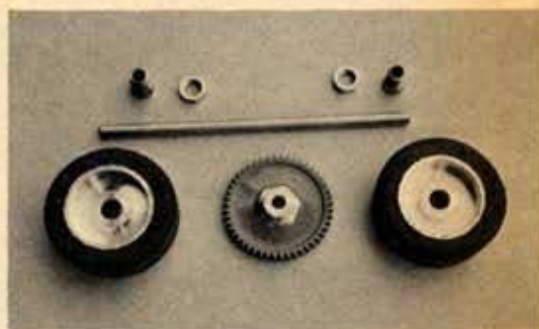
Set the body over the frame. Notch it for the front and rear axle tubes. Turn the car over and measure the width of the body, where you want to install body mounts. Cut the 1/16" o.d. tubing to the correct width. Remove the body and solder these tubes to the frame, as shown in the photos.

The airfoil mounts must be soldered to the frame now. Cut the rear posts to 3", and the front ones to 2-1/2". A

The rear end components are all top quality This Champion rear wheel/tire assembly keeps the rear end down, after the Cox gear delivers the power!

cross-action clamp works perfectly to hold the tubes at the right angle, while you solder them.

Cut the top out of the sportsman body. Then, prepare the shell for paint by roughing up the inside of the body with sandpaper or steel wool. Do not do this to the window areas, of course. Paint the shell. (Note, while many prefer to mount decals on the inside, I do not. But, if you want them on the inside, place them there before painting.) Slip the body over the frame, and secure it by inserting common household straight

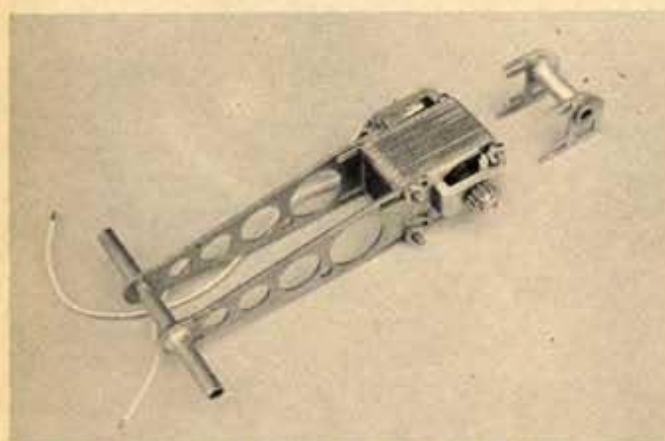
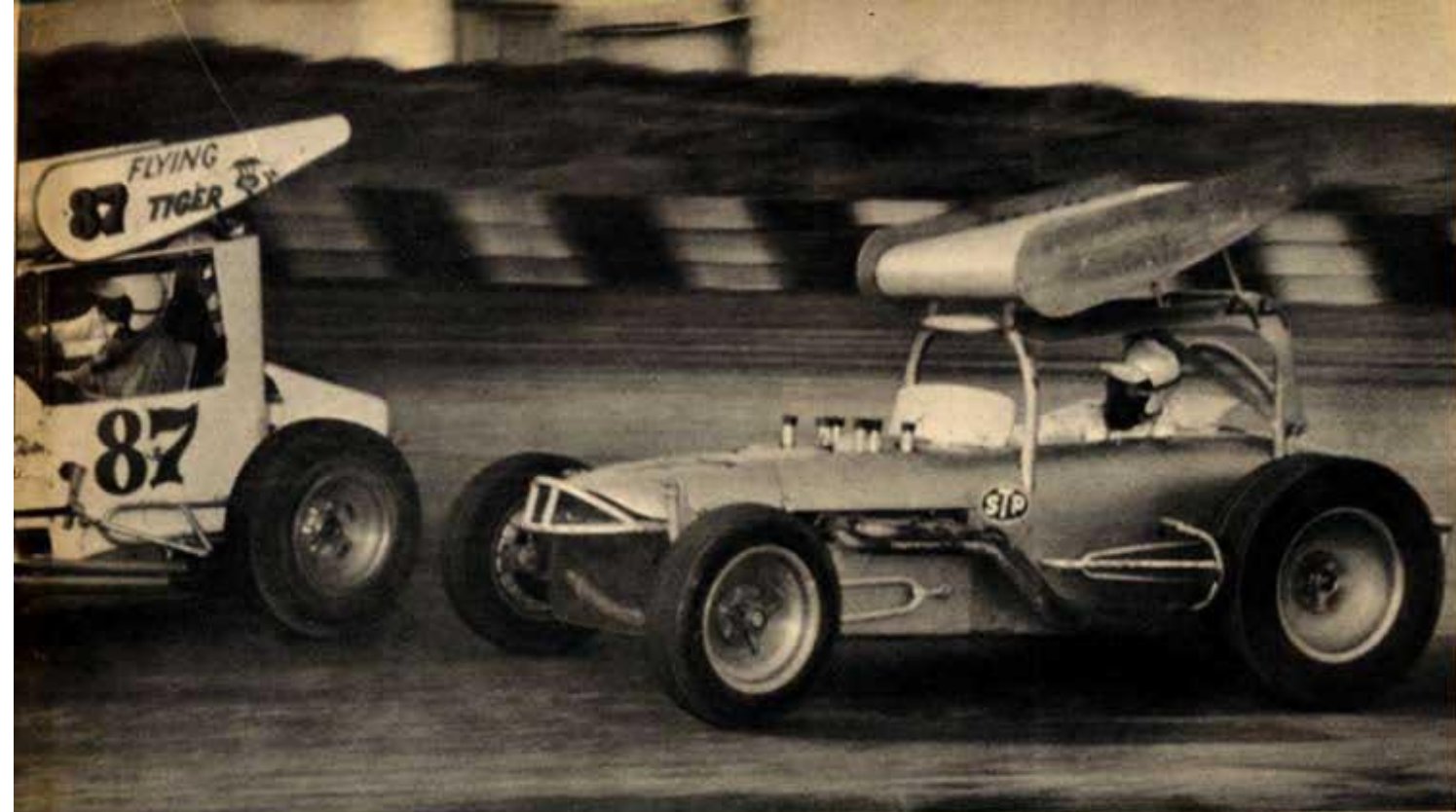


pins through the side of the plastic shell, and into the body mounting tubes.

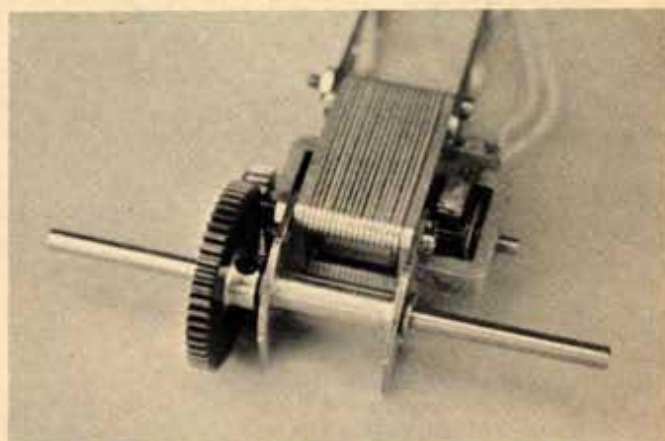
Cut the airfoil from a piece of scrap plastic. Brush or spray it blue, and when dry, epoxy it to the four upright mounting posts. Detail the outside of the

Continued on page 54

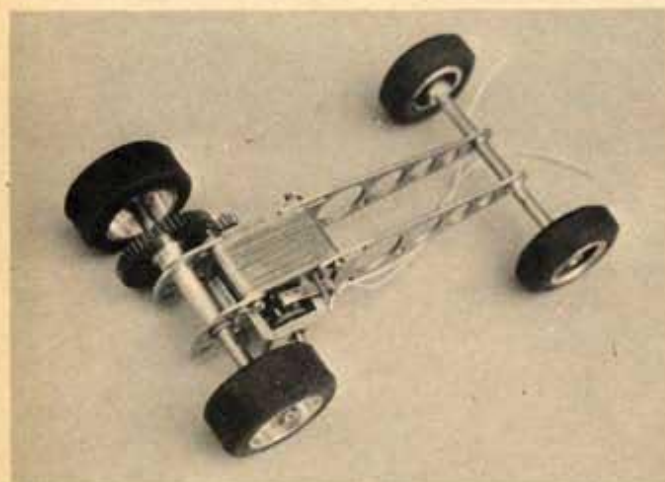
MODEL CAR SCIENCE



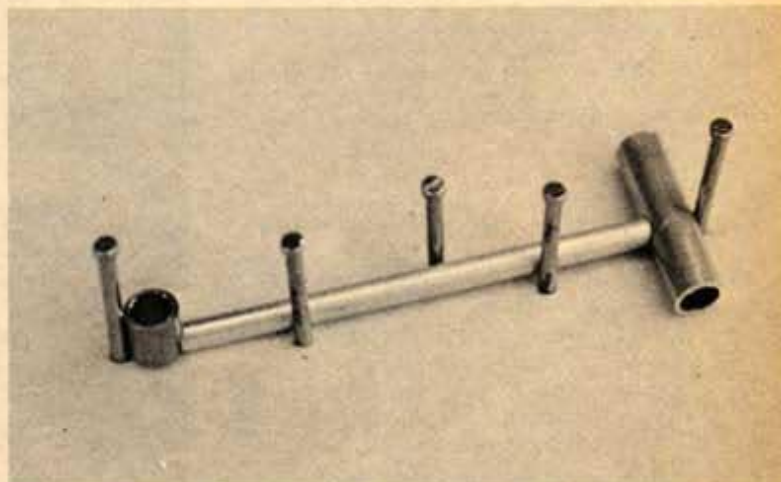
Saw the excess tubing off flush, on each side of the rear frame, and de-burr. Insert the Kemtron bearings in the tube. Re-mount on the motor.



Slide the axle through the Cox gear, and then insert in place in the rear axle tube. Mount the pinion gear, and adjust the gear mesh.



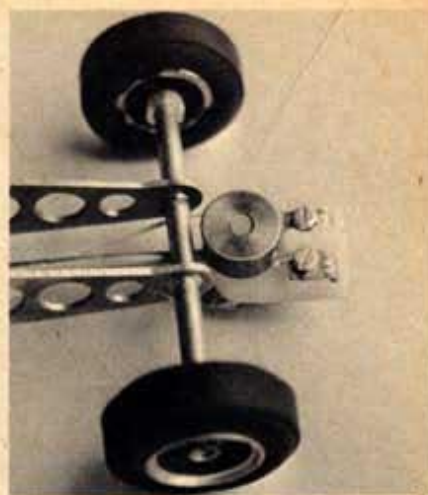
Slide the rear axle spacers in place, and mount the rear wheels. Then insert the front axle, thread the wheels on, and mount the tires.



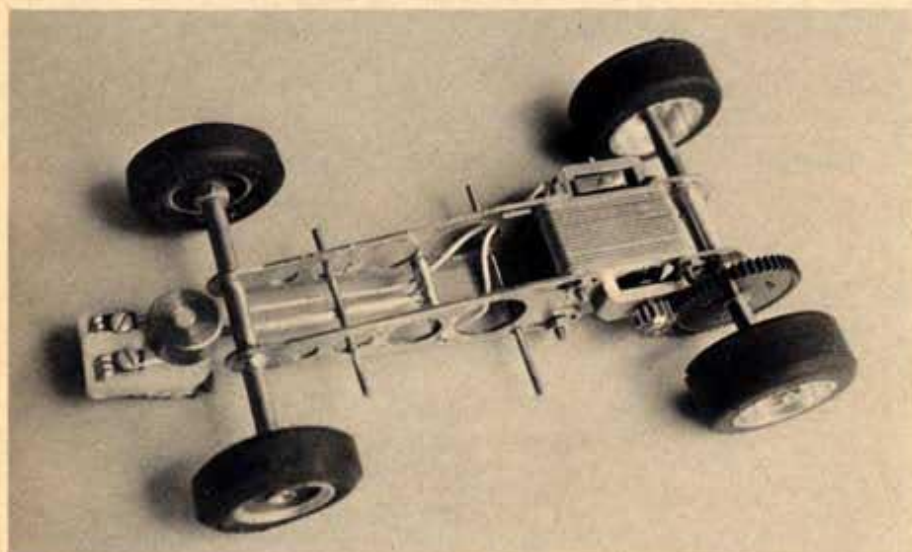
Make a "jig" as shown here, for the swing pickup. The long arm is 2" x 3/32" o.d., the crossarm, 1/2" x 1/8" o.d. The upright is 1/8" long x 5/32" o.d. Solder each piece.



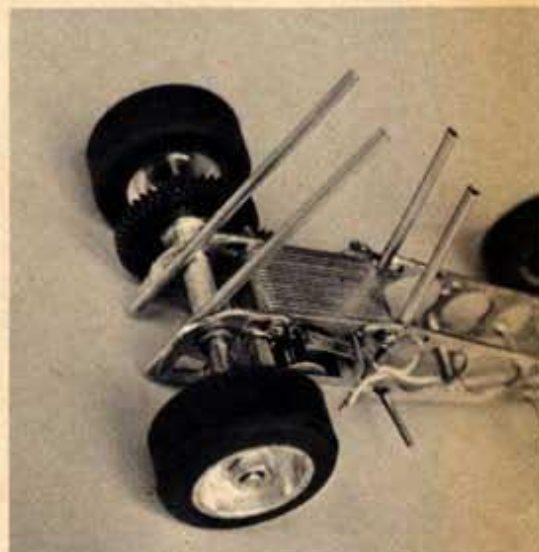
Insert a piece of 3/32" o.d. tubing in place in the frame. Cut off flush with both sides. This is the pivot. Remove it, insert the swing arm in place, slip the pivot rod through the crossarm tube, and solder. The arm should swing freely inside the pivot tube.



Mount the guide shoe, and secure with the collar weight. Attach the motor wires, and solder them to the brushes.



Here's the completed chassis. Now for the airfoil/roll bar supports. Solder 1/16" o.d. uprights to the frame, as shown.

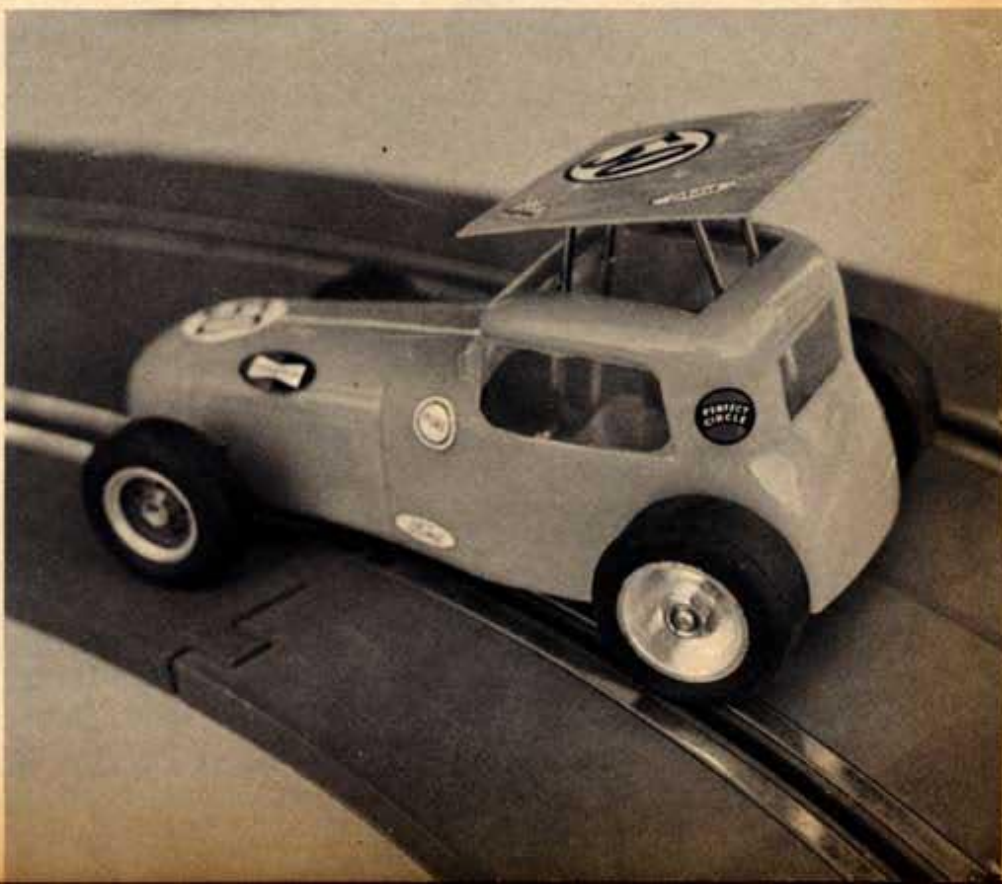


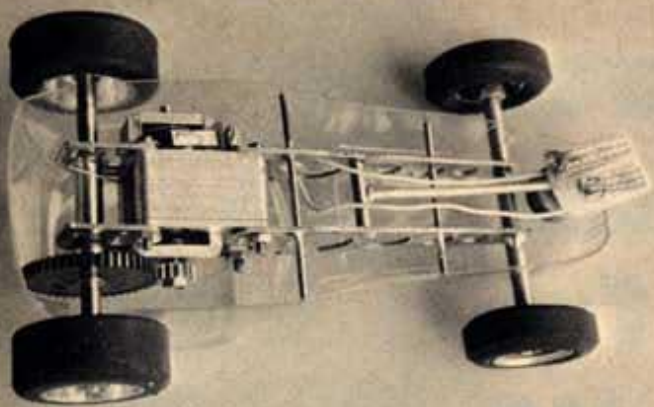
After you're happy with the fit of the body on the frame, remove it, rough up the inside of the shell with steel wool (except for windows) and paint with Ulrich's French blue. Apply decals to the outside, and detail with a brush. Remount the body. Epoxy the airfoil to the tubes. Here's your finished machine! Isn't that really out of sight?

body with a fine pointed brush, and apply the decals.

Check the clearance of all rotating parts, then remove the body. File all solder joints smooth, finishing them off with fine emery cloth. Set up all clearances properly, and lube the bearings. Tires, naturally, should be glued and trued on the front wheels. The Champion rear units have already been checked at the factory.

There's your Southern Cal Sportsman coupe — and it's a winner, from any angle!





Notch the body shell so it sits over the frame at the right height. Solder 1/16" o.d. tubes across the frame, for body mounts. Remove the body.



Cut the top out of the plastic body. Mount the body on the frame. Insert household pins through the side of the shell, into the body mount tubes.

PARTS LIST

6/6 News Ext flush left, but max at 17 picas

1 Kemtron frame, catalog number 1607S,
Price - \$2.35

1 pr. Kemtron oilite bearings for rear axle tube,
catalog number 1755, price - 2 for .25¢

1 Pittman DC-65A-6 motor, price - \$6.00

1 Cox 48 tooth spur with aluminum hub, catalog
number 4340, price - .50¢ each

1 Champion of Georgia pinion gear, by Weldun,
catalog number CP-14, 14 tooth, price - \$.70

1 Champion of Georgia rear wheel kit, consisting
of aluminum wheels with mounted Form-Flex
Polymer tires, 3" axle, and collet-type positive
position centers, catalog number CP-313,
price - \$2.90

1 pr. Ulrich front Hallbrand racing mags, catalog
number 521, price - \$.89.

1 pr. Revell 1/24 scale low profile front tires,
catalog number R-3475, price - \$.60.

1 Revell axle, 2 1/2" long, catalog number R-3552,
price - \$.40

1 international sportsman coupe, clear plastic body,
catalog number 1318, price - \$1.00

1 pr. Dynamic 5-40 jam nuts, catalog number 741,
price - \$.05

- Gar-Vic brass guide shoe weight, for 3/16" post,
catalog number 1403, price - \$.29.

1 Gar-Vic guide shoe, 3/16" post, with braid &
screws, catalog number 1401, price - \$.69.

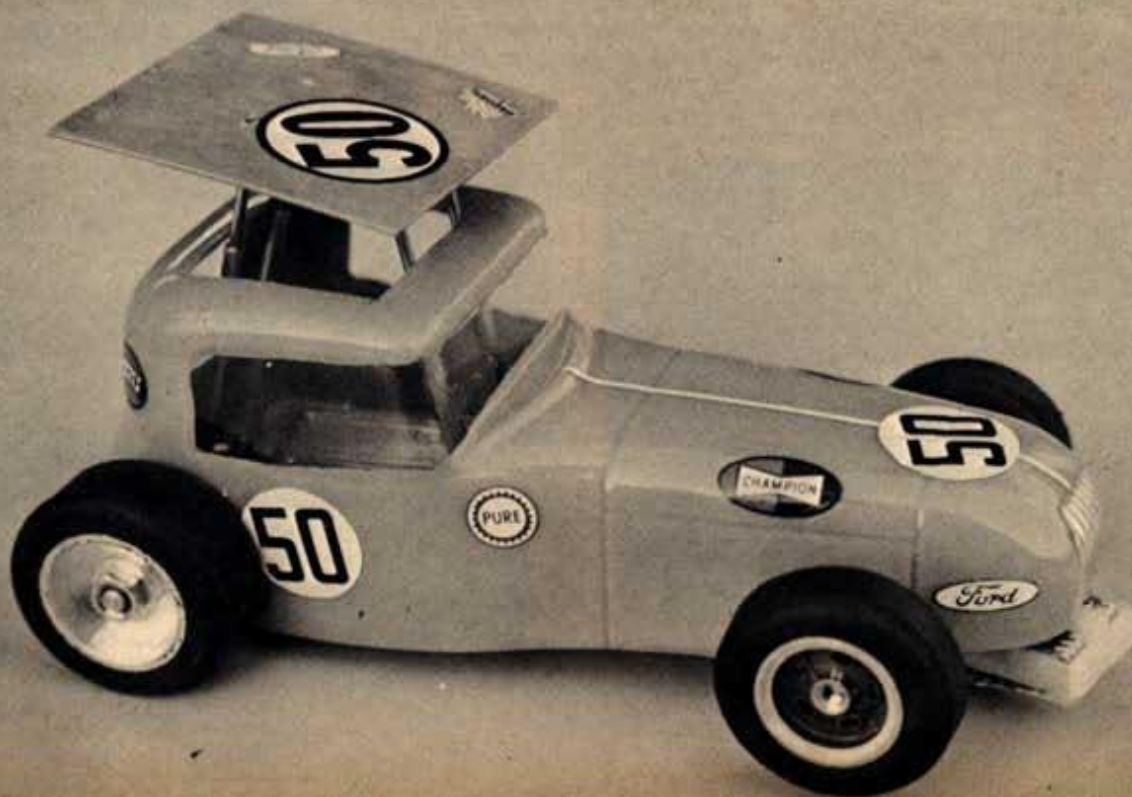
1 12" length of K&S brass tubing, 3/32" o.d., for
swing pickup pivot tube and arm. Price - \$.20.

2 12" lengths of K&S round brass tubing, 1/16"
o.d., price - \$.15, for body mounts and
rollbar-airfoil mounting posts.

1 12" length of K&S round brass tubing, 5/32" o.d.,
price - \$.25, for rear axle spacers.

1 sheet of 1/24 scale decals (your choice), price -
approximately \$.40 sheet.

1 bottle of Ulrich French Blue paint for clear
plastic bodies, catalog number S-1, price - \$.25.



By GEORGE SIPOSS

Power Brakes for HO

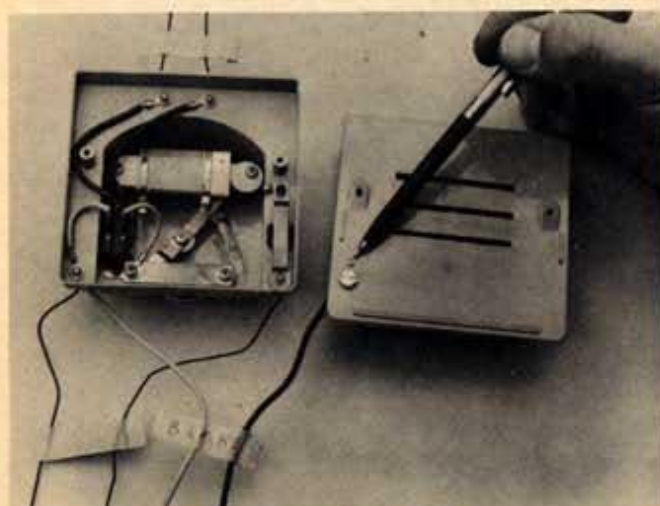
The most often asked question on any scale scene is "What's fast?" Speed, and more of it, is what the people want. So, the companies that hope to hang around awhile are busily stuffing as much go-power as they can underneath the plastic. And what's the inevitable result of all this . . . more hairy crack-ups. Why? Because an awful lot of 'Fractured Thumbs' haven't bothered to learn how to *stop* fast . . . which is rather sad when you consider that the trick is pretty simple. All they need is a little help from power brakes. They're strictly legal and can be added to 1/24th and 1/32nd track action for just a few dollars (Rayline and Strombecker are the leaders so far). But what about HO? Unfortunately, the 'wee' car racers still have to build their own . . . but if you own an Aurora Thunderjet set, it's a cheap and easy project. Here, briefly, is how it's done.

All you have to do is to wire on a nine-volt transistor radio battery to the Aurora control console. To begin, remove the bottom plate of the console and cut off the plastic stud that's just under the brake switch. Then drill a small hole through the plate right next to this spot. Next, insert a screw into this hole, with its head on the inside surface; lock it in place with a nut on the outside. Now, take a transistor radio battery clip (can be found in most electronic supply stores . . . cheap), and attach one of its wire leads to the outside end of the screw. Replace the cover, and attach

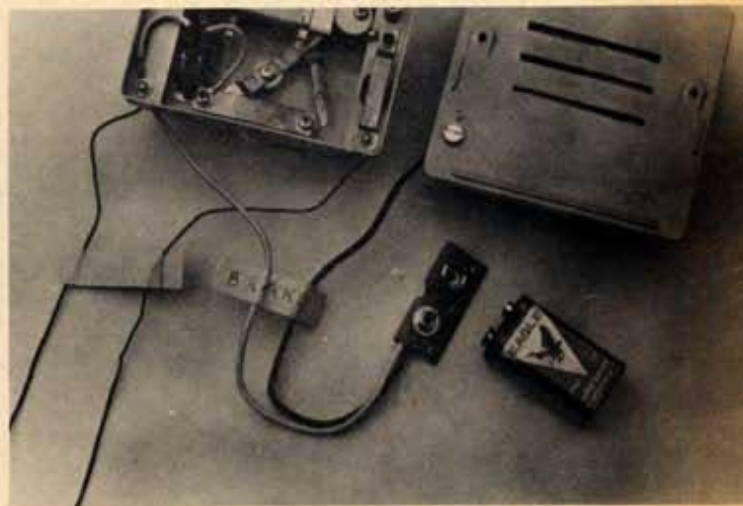
Why not? If they can do it with the "big" scale bombs, we can do it with the 'Tiny Terrors'!!

the other clip wire to the right hand power screw.

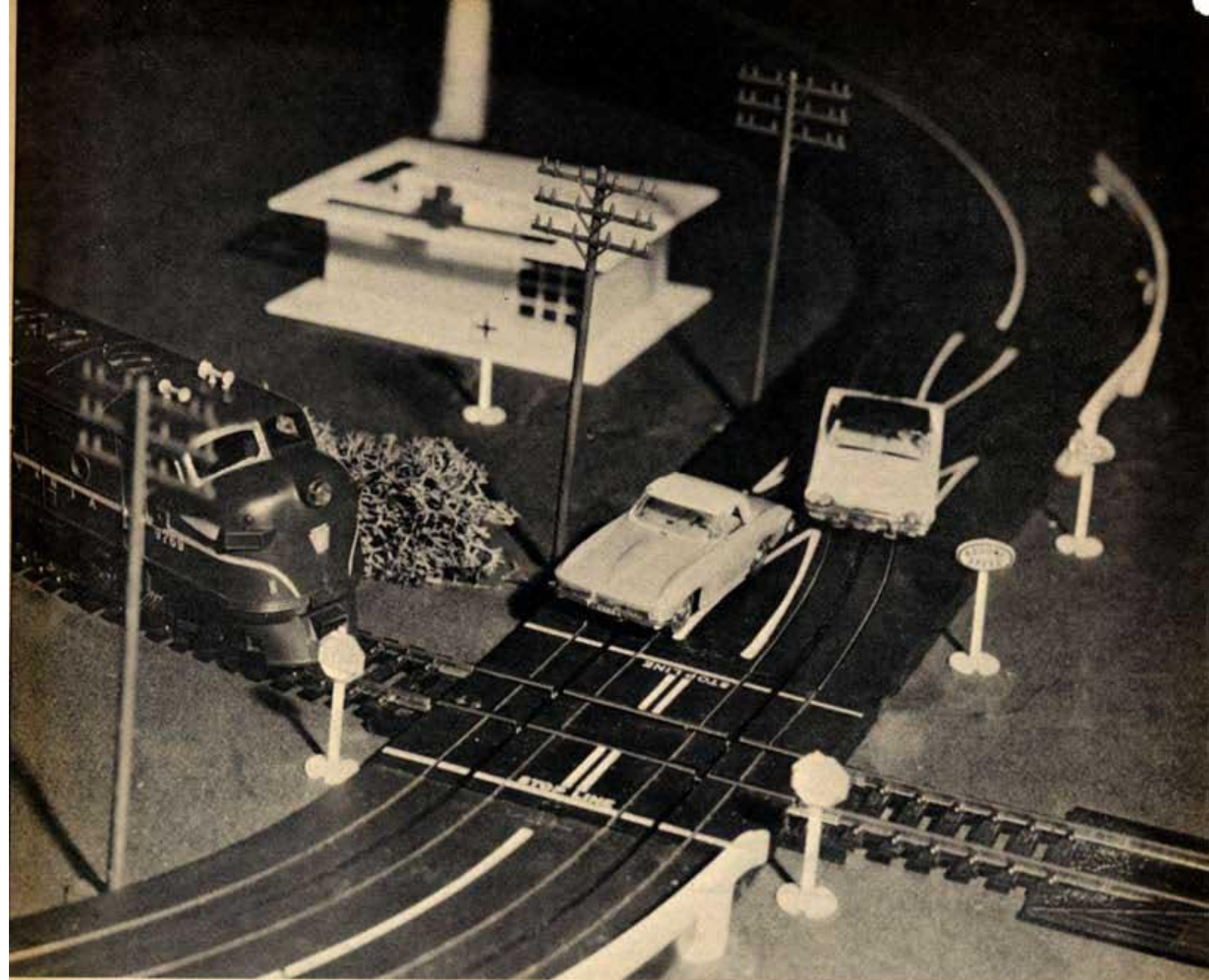
Finally, snap a nine-volt battery into the clip and connect the console to your track in the normal manner. You're in business. However, before you roar off, here're a few last pointers. If you want to reverse the direction of travel on your track, remember to also reverse the battery wires. Second, we've found that this booster system works best when the controller is set for fast (which is great)! And lastly, if and when the battery weakens, you can still get a 'dynamic braking' effect by running a wire between the battery clip terminals . . . it works and is at least better than nothing



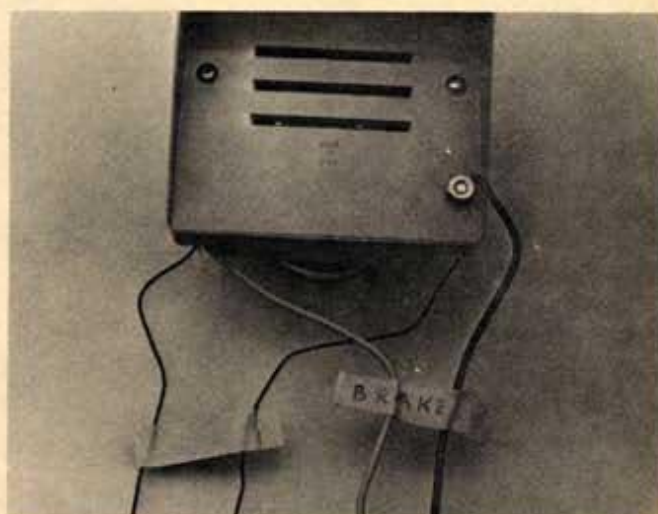
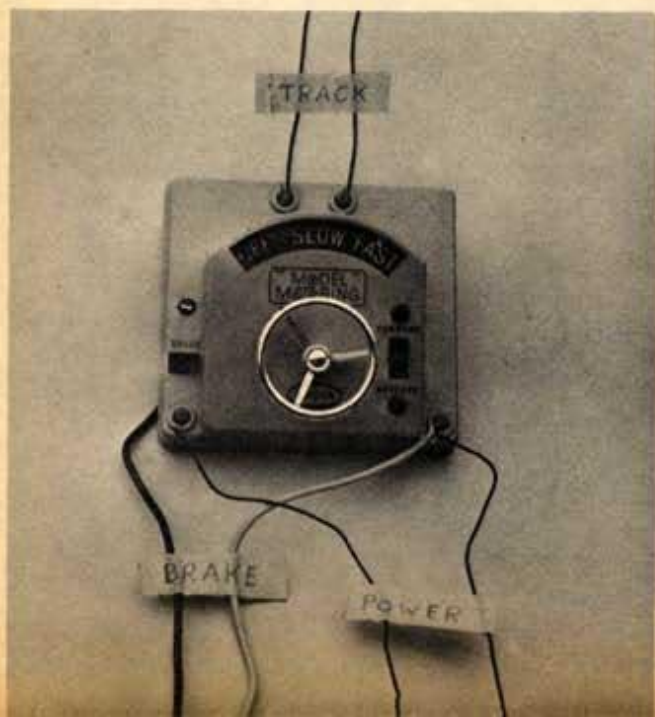
To add power to the Aurora Thunderjet layout, run a flat-head screw thru the bottom plate so that it's under the brake switch.



A nine-volt transistor radio battery provides the whoa-juice; one lead connects to the screw positioned under the brake switch, the other to the power screw on the right hand edge of the controller.



Should an HO scene racer take the power brake route? Well, why not? When something goes fast, it just can't afford to stop slow. Simple, huh? And so is the Siposs HO Brake Booster.



To get back to the track action, replace the bottom panel, add a battery to the clip, and connect the controller to the track. It may look like a clutzy kind of rig, but it works.

FOLDAWAY HO RACING

By George Siposs (a real friend of the HO fans!)

How to build a good size racing scene that won't turn into a dust-catching space-waster . . . and it's cheap too!

Home tracks can be a waste of space! After all, when they're not in use, all they do is get in the way and spend their time collecting dust. If there were only a simple way to keep the sections assembled, yet out of the way when not in use! Well, there is! Here is a simple and straightforward project which makes

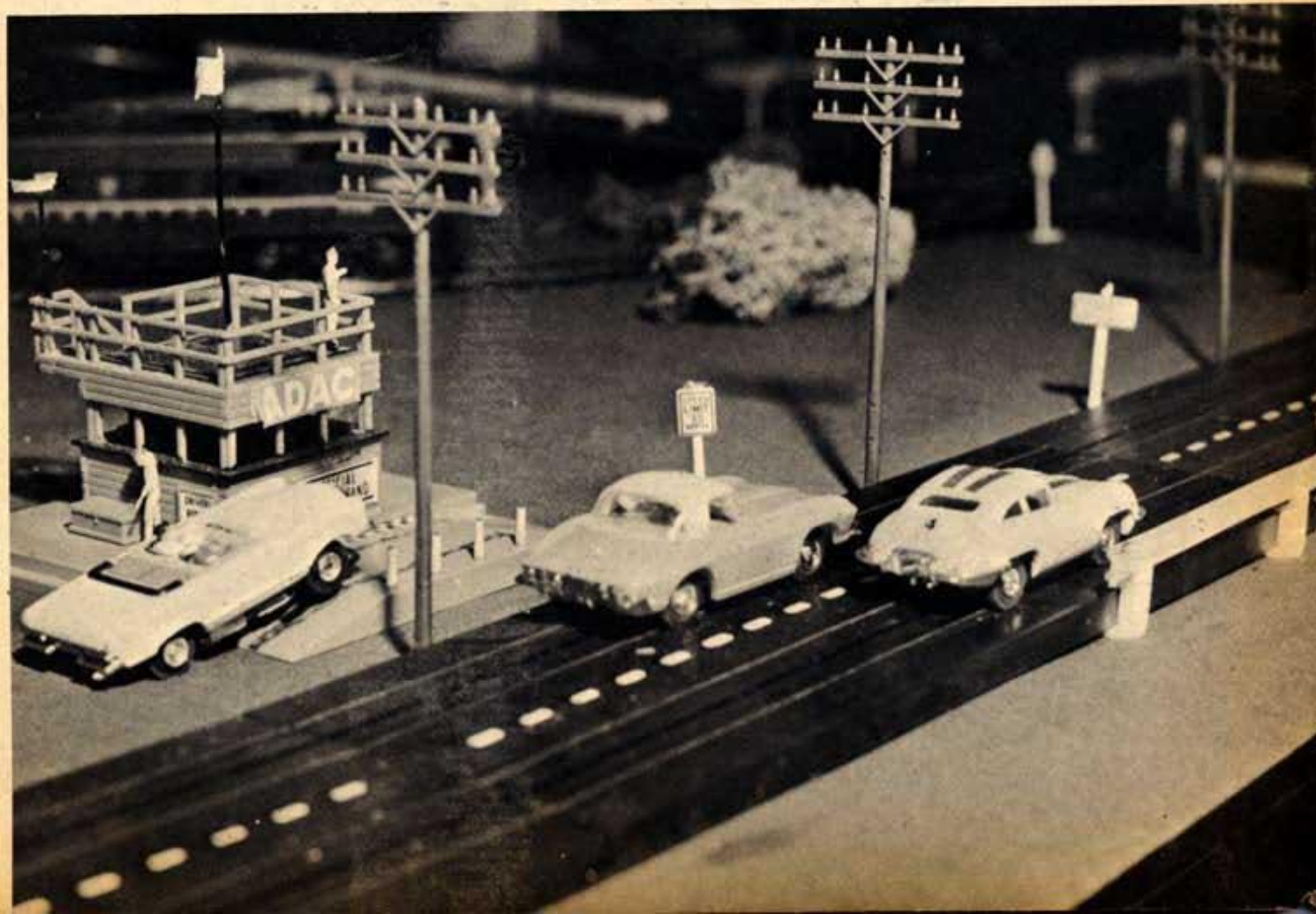
all this possible. If you follow our instructions, you can keep your track in the garage, family room, attic or anywhere you want. Anyone familiar with basic carpentry tools (saw, hammer and yardstick) can build it in just two afternoons.

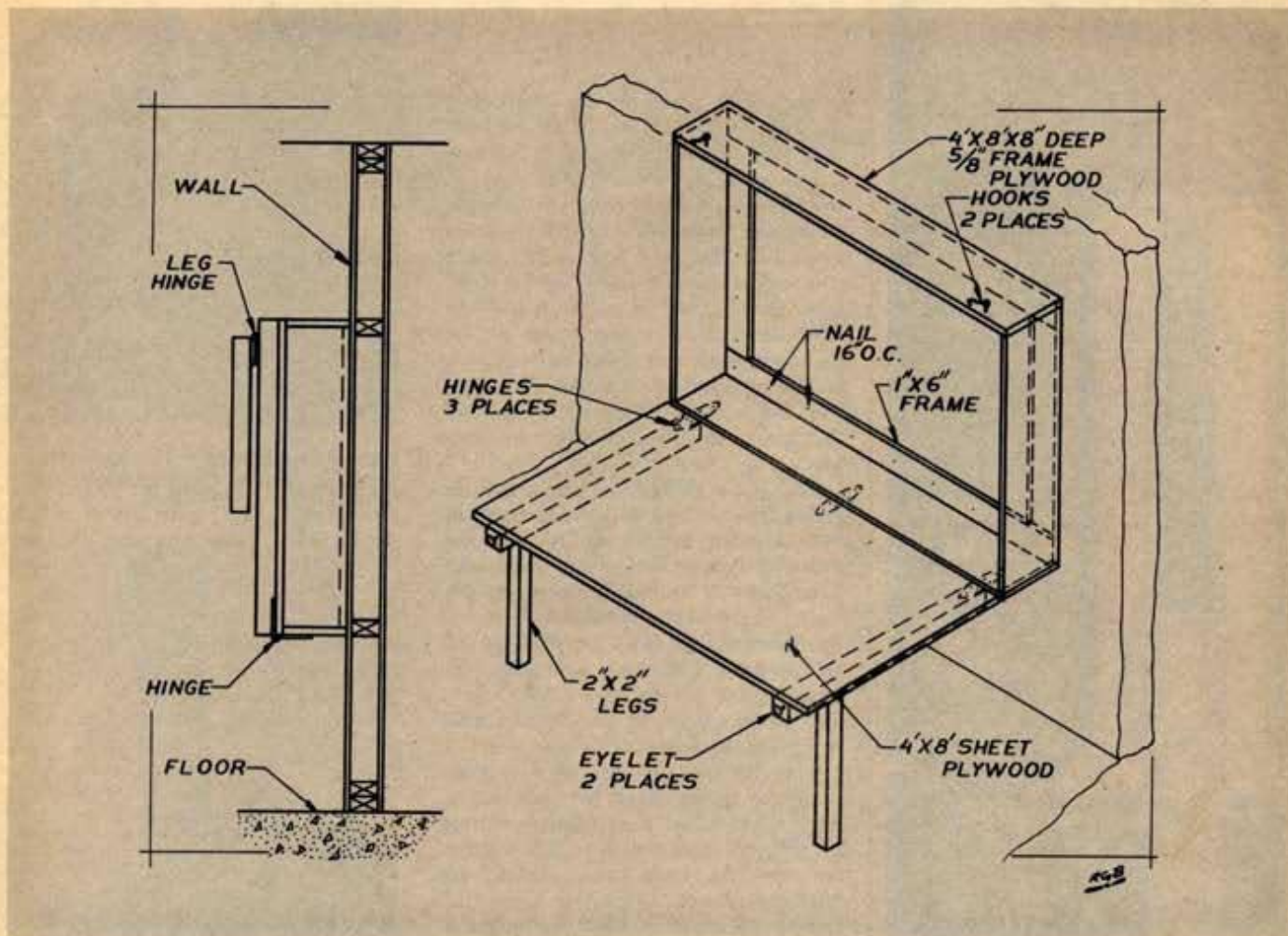
The basis of the project is a large frame which is fastened to the wall. This supports the actual track base, which is hinged at the bottom edge of the frame, so that it can be folded up against the wall when not in use.

Start construction by cutting the frame to size. The corners do not have to be dovetailed together but a 45 degree bevel

at the corners improves their looks. Use Elmer's or LePage's glue as well as long slender nails. Glue and nail the rear sections to the frame to ensure that the unit will always retain its alignment, i.e. that the sides remain square to each other. Actually, the rear part of the frame (that which is against the wall) could be completely covered with $\frac{3}{8}$

You say you'd like a good size and fancy racing layout, but just haven't got the space? Well, never fear! What you see here is just one corner of a great HO track that'll fit anywhere . . . it's a foldaway!





inch plywood; however, I used 1-by-6-inch plywood to have a substantial base for the nails which hold the frame against the wall. Set the frame aside to dry overnight before installing the hinges to its bottom edge. Leave the frame facing down on a flat surface (floor) to prevent warping.

While the frame dries, glue and nail

the two 2-by-2-inch pieces to the horizontal section of the track. Attach hinges to these two wooden pieces and screw legs to them. The legs are also 2-by-2 inches in cross section and long enough to make the track horizontal when in the folded down position (the legs on my track are 31 inches long). When all is good and dry, nail the frame to the

wall. I used 2-inch nails at 16-inch intervals to match the 2 x 4 uprights inside the wall (if you live in a wood frame house). Now, while someone supports the fold-down part, screw it to the hinges on the frame. The last step is attaching two hooks and eyelets to the top of the frame so that the track base

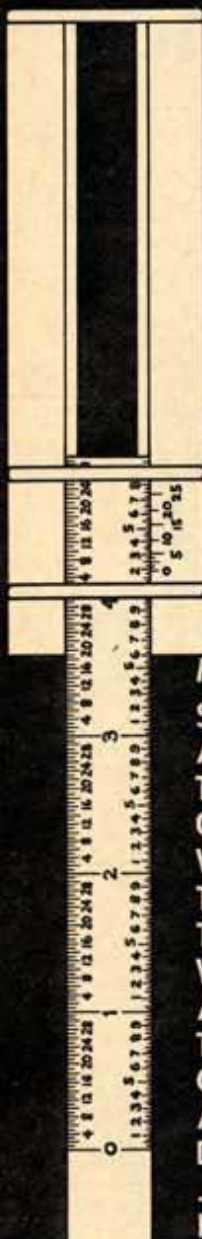
Continued on page 60

The secret of foldaway racing is a wall mounted cabinet (see scale plans); and the first step in building it, after cutting the lumber, is to join the frame pieces with 45 degree beveled corners, and a miter box brace.

Both nails and cement are used for a strong bond; then the completed box frame should be left to dry overnight.



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Continued from page 59

can be held in the folded-up position.

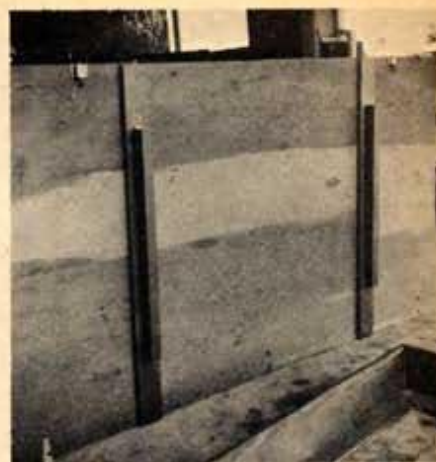
Apply two coats of paint or varnish to the wood to match the interior of the room and thus the track becomes reasonably (!) inconspicuous.

Any scale slot track can be used on the fold-away table. I have used Aurora, Revell and Strombecker 1/32 scale tracks as well as Tyco and Aurora HO tracks with model railroad connected by crossings. Before you fasten the track sections down, it is a nice touch to use the green track mat which is obtainable in HO model railroad stores. The green base has a velvety texture and provides that grassy look, so important for realism.

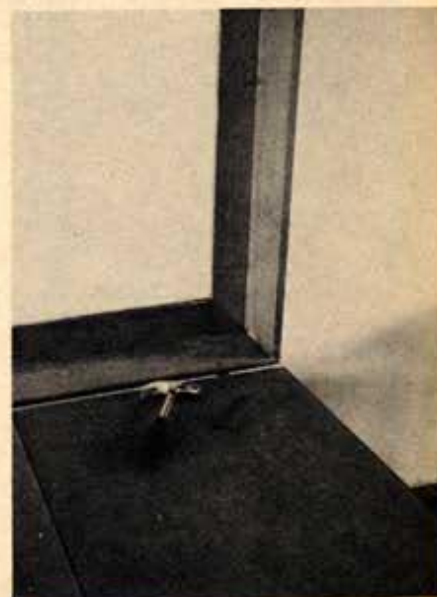
The inside bottom of the frame as well as the wall within the frame should have scenery painted on it. Use the model railroad background made by True Scene or by Faller. Above and behind the scenery "mountains," use a light-blue-colored cloth to simulate the sky. Install a fluorescent light under the inside top of the frame for best effect. The power packs for the track should be mounted under the frame.

With the base in the folded-up position, you might want to paste racing posters or model car magazine covers on the outside of the base. This will put the crowning touch on a simple yet effective project. When you hear the familiar "Gentlemen, start your engines" all you have to do is fold down the track base, plug in the power supply and it's on with the action!

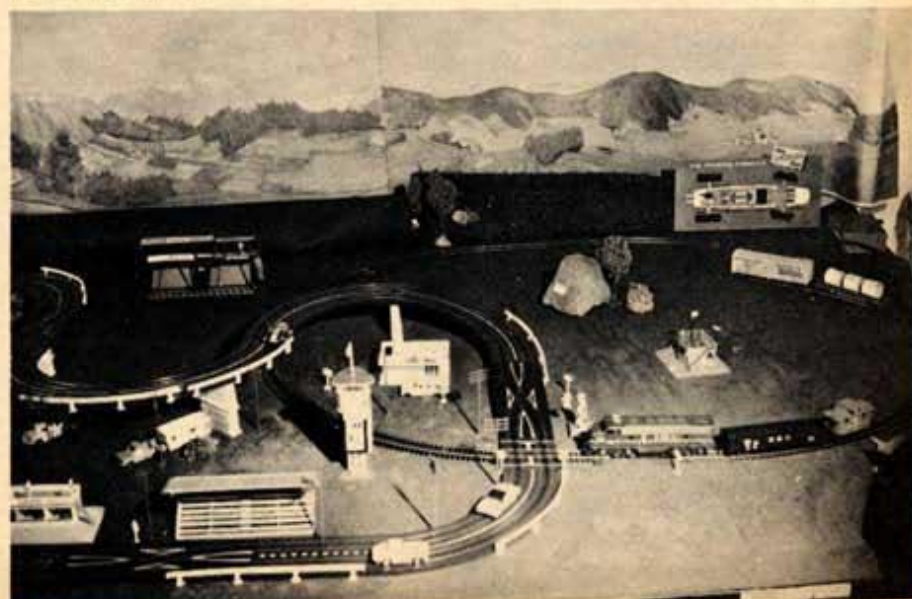
The height of the different track side goodies used will depend, obviously, on the depth of the mounted cabinet; and they have to be fastened securely to the track layout.



The fold-down section is prepared next. Note the folding legs which are hinged to the cross pieces.



The frame is mounted to the wall with nails or lead-braced screws . . . at such a height as to make the track base horizontal with the floor . . . measure the distance carefully.



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The Sad Saga of BADLEE SKRACHBILT

Or: The hard-to-believe-it story
about a 47-year-old teenager who,
among other things, thought he was
too good for **Model Car Science**,
and therefore came to a very bad end.

By **CARL "UNK" KOHLER**

(author of "Who Put The Nail
In My Hula-Hoop?" and other epics.)

I, Badlee Skrachbilt, winsome youth and model-car enthusiast, long ago scorned conventional kits in favor of my own automotive creations which I have been constructing from the unlikeliest materials since the tender age of 18-months — when I startled my parents by converting a slightly chewed Tinkertoy Set into a 1/42 $\frac{1}{4}$ -scale '22 Essex Runabout, my only tools a brand new front tooth and a dented rattle which served admirably as a makeshift ballpeen.

"Egad!" whined my father in a hushed voice. "The kid's either purely a genius or some kind of nut! Only time will tell."

And time indeed did tell, for as the years lurched along, I continued adding one highly original model after another until, at the mature age of umpteen, I



"Badlee," squeaked my poor, ol' Dad who had his doubts about me for 47 years, "it's been 47 years since I first started havin' my doubts and now I know you're some kinda nut . . . Gasp . . . 'cause you can't even win a . . . Hack . . . dumb contest! Hiss!!"



Frankly contemptuous of the other kids in my neighborhood who built ordinary model cars and read such drivel as *Model Car Science*, I had lived a life of lonely, but creative, isolation . . . until that awful day!

had built from utter scratch every make of car known to the mind of man — utilizing such exotic materials as old radio parts, assorted fishing lures, alarm clock innards, busted TV components or sundry pieces of eight (my most expensive project).

Naturally, all my neighborhood playmates quickly recognized my superiority — and wasted no time learning how to hate me for it, most of them still having trouble getting 98¢ models of forgotten airplanes to stay glued together.

"Badlee, how come you're too good to mess around with ordinary kits like the rest of us regular guys?" they would demand, democratically taking turns thrashing me soundly whenever they caught me away from my snug workshop at home. "Why don't you just build ordinary cars like everybody else, huh?"

"Because," I would reply haughtily, "I'm either purely a genius or some kind of a nut — and both classifications are out of your league, you terribly untalented, uncouth barbarians!"

And then I'd run like anything.

So I lived in solitude, happily creating extraordinary scale-model vehicles, because I was unduly dedicated to my distinctive art, frankly contemptuous of mere model-kits and awfully tired of having all those neighborhood bullies throw rocks at me everytime I ventured outdoors. More lonely years clumped by during which I experimented, victoriously building a 1/10th-scale *Shelby Ford GT* from an abandoned portable sewing machine, a 1/71st-scale *Ferrari 275P* from a cake of soap, four wheels handcarved from threadspools and a pinch of sturdy rivets; and, lastly but hardly leastly, a breath-grabbing copy of a *Mila Miglia Cougar II* — handshaping the whole car from laminated blotters steamwarped to

fit skintight over a delicate frame made of toothpicks (tongue-and-grooved for perfect joining), topping the little gem off with the installation of an imitation *Capolupo Sidewinder* capable of 75,000 RPM despite the fact that it had been assembled from flattened brass thimbles, half a gross of alloy thumb-tacks and 10-yards of copper wire salvaged from my grandpa's crystal set. Thusly did I wisely and diligently invest my introverted hours — rather than curry favor with my clodish contemporaries and simply put kits together.

Then, one morning, as I was industriously getting ready to modify a standard Bell Telephone into a 1/23½-scale model '63 *Chrysler Hardtop 300* that could be instantaneously turned into a '66 *Ford Mustang* by simply crumpling the whole thing into a ball and carefully remolding its flexible body lines, I was interrupted by my father.

"Badlee, my boy," he said, "there's going to be a special model-car contest next week and I want you to enter it."

"Daddy, I'm busy trying to create a flexible plastic from my own blend of distilled household detergent and a dangerously volatile compound made from essence of nitro laced with coffee grounds for basic stability," I muttered testily. "Flake off, will you — before your inane chatter causes me to misjudge this formula and blow us clear into the middle of next year?"

Being an above average genius, normally I would have ignored that fateful contest (where I came to the bad end); but Daddy started havin' a painful case of the doubts . . . worse'n usual. So I decided to really show 'em all just whom they'd been laughin' at!

"Son I insist you build an entry and prove to the world that you can meet specific rules and rigid requirements!"

"Why?"

"Because this is your big chance to gain total recognition! The judges will be important men from the automotive executive level! They'll undoubtedly see what a winner you are — and probably offer you a key-position in the industry!"

"You sure you're not just trying to finally find out whether I'm purely a genius or some kind of nut, sir?" I suggested warily.

"Well, Badlee, you're forty-seven years old now." He gripped my shoulder in a manly show of emotion. "Ain't it time we was facing whatever the fact may be? I'd kinda like to know for sure how you turned out."

Politely, I averted my eyes. It always tears me up something awful to see a 99-year-old man bawl — and daddy's been a real crybaby ever since I refused to lower my intensely honorable ethics by helping him hawk subscriptions to *Model Car Science* magazine to make living expenses.

"All right," I sighed. "I'll do it. Get me an entry application and I guarantee to build cars that will meet every regulation listed."

Somehow, word spread magically throughout the neighborhood that I was, at long last, demeaning myself by entering a common model-car contest and restricting my brilliant abilities to the same rules everybody else had to observe — because I notice that nobody threw rocks at the old man when he left the house, sprinting painfully down to the Slot-racing Center where the contest would be held.

"I'll show them!" I vowed viciously. "I'll get even for all these long years of jealousy and petty envy this neighborhoodful of kit-crazed cretins have forced me to live under sun-lamps and breathe air-conditioned breezes! I'll win that con-



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Well, after I showed 'em, and especially when I started throwin' things, Daddy and everybody agreed there wasn't any doubt about it. No sir, I had definitely come to a bad end, which as a place is okay to visit, but you wouldn't want to live there.



The Sad Saga of BADLEE SKRACHBILT

test — and I'll win it with masterpieces modified from conventional car-kits!"

For the first time in over 30 years I left the house, stopping at the nearest model-car shop where I hastily purchased a Strombecker *Cheetah GT*, a Monogram *Chaparral* and a Revell *Cooper Cobra*.

Home again, I painstakingly built each of the kit-cars strictly according to their instructions, which took the better part of an hour — for all three models. Then, I allowed my colorful imagination to run amok, and each of my entries slowly began assuming new contours, fresh concepts which would undeniably impress any judge in his right mind. I worked on those models until they were far cries from what had been assembled straight from the kit — and my results were fantastic. Especially since I disciplined myself by using only a sharp thumbnail, three rusty needles, two scouring pads and an old Popsickle stick for tools.

Disdaining ordinary paints, I melted down the rainbow hued set of crayons I'd had ever since I was a little boy — and dipped each car untold times in the bright, waxy colors I'd cunningly selected to best display each entry's magnificent lines.

Now I was ready. It would be *no contest*, really.

A week later, I stood beside the display table upon which my entries were parked, calmly awaiting the trio of judges as they walked up.

"Badlee Skrachbilt, here, gents!" I said evenly, gesturing at my masterpieces. "Creator of the inimitable '66 *Huff*, the audacious '66 *Hurri* and the unspeakably refined '66 *Rush*!"

They peered interestedly at the entires. "Odd names," murmured one of them.

"Merely a facetious touch," I explained, smiling loftily. "Based upon the familiar phrases, 'left in a *huff*!' Rather clever, don't you agree? 'Took-off in a *hurry*!'

Deucedly smart, what? And 'departed in a *rush*!' I assume you'll want the photographer to come over now to record for all time the sight of you awarding me the Grand Trophy?"

They continued peering at the model-cars from all angles. "Uh, listen," said one of them. "Uh, these were *scratch-built*?"

"Yes and no," I explained. "I *could* have done a much more *superior* job, had I started *entirely* from scratch, of course. In the spirit of fair play — since I was allegedly competing with those of lesser talent — I *handicapped* myself by basing each concept upon the cumbersome and tiresomely mediocre model-kits known as the Strombecker *Cheetah GT*, the ridiculous Monogram *Chaparral* and the disgusting Revell *Cooper Cobra*! Certainly a triple handicap in any designers language, right?"

They shuddered visibly.

"You *DID* turn out to be some kinda nut!" hissed the enraged voice of my father nearby. "Those judges are *FROM* Strombecker, Monogram and Revell, you fool!"

This time, I shuddered.

Shortly thereafter, the Grand Trophy was awarded to a sniveling winner whose AMT *Stock '66 Thunderbird* proved, if little else, that the judges were indeed the fair-minded men they were supposed to be — and it's to my shame that I had to be bodily restrained from hurling rocks at them.

Well, that's all past history now. These days, I'm launched in a new career that promises to bring everyone of my truly outstanding design-facets into play: I'm scratchbuilding 98¢ model airplanes from ordinary, common clay, mainly because I'm not allowed to have anything sharp in my padded workroom.

THE END

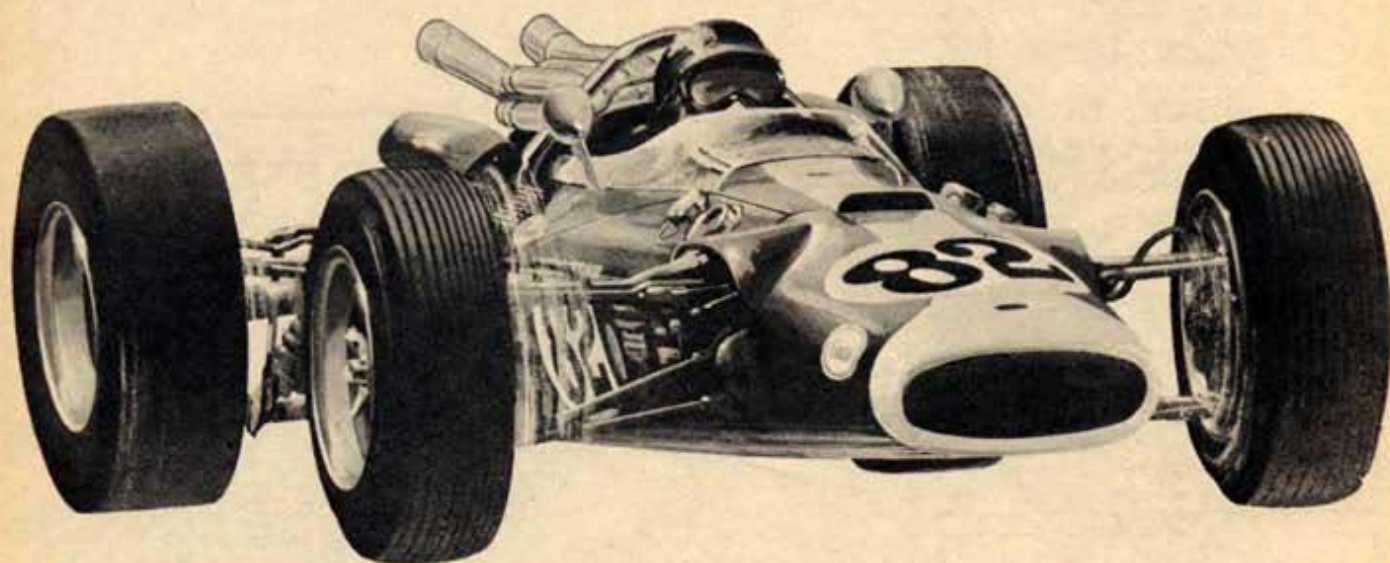
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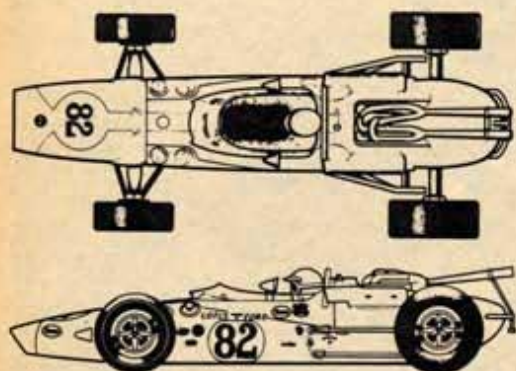
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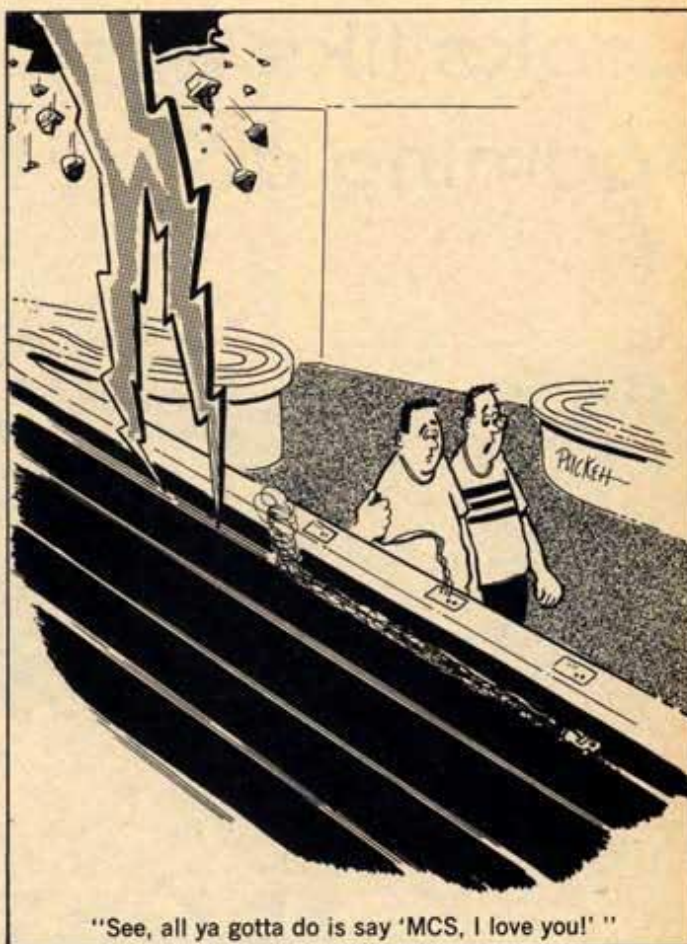


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